



# GENERAL SUPPORT MAINTENANCE MANUAL

REFRIGERATION UNIT, MECHANICAL  
PANEL MOUNTED

REFRIGERATOR PREFABRICATED

ELECTRIC MOTOR DRIVEN

KECO MODEL F 10000 R-6

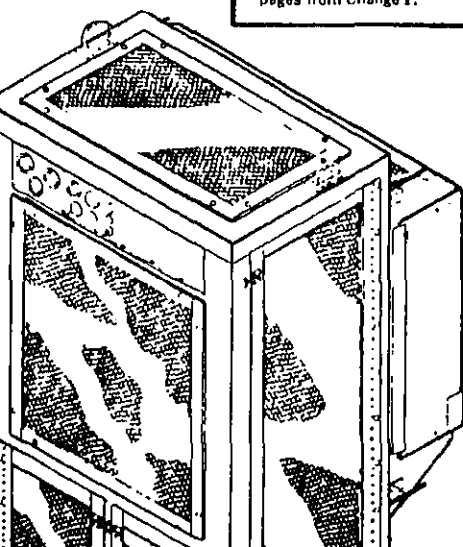
(4110-01-077-8253)

GASOLINE ENGINE DRIVEN

KECO MODEL F 10000 RG-2

(4110-01-074-5175)

This copy is a reprint which includes current  
pages from Change 1.



INTRODUCTION 1

OPERATING INSTRUCTIONS 2

OPERATOR'S  
MAINTENANCE INSTRUCTIONS 3

ORGANIZATIONAL  
MAINTENANCE INSTRUCTIONS 4

DIRECT SUPPORT  
MAINTENANCE INSTRUCTIONS 5

GENERAL SUPPORT  
MAINTENANCE INSTRUCTIONS 6

REFERENCES A

COMPONENTS OF  
END ITEMS LIST B

MAINTENANCE  
ALLOCATION CHART C

ADDITIONAL  
AUTHORIZATION LIST D



REFRIGERATION UNIT, MECHANICAL PANEL MOUNTED  
FOR REFRIGERATOR PREFABRICATED

ELECTRIC MOTOR DRIVEN  
KECO MODEL F1000OR-6  
(4110-01-077-8253)

GASOLINE ENGINE DRIVEN  
KECO MODEL F1000ORG-2  
(4110-01-074-5175)

TM 5-4110-234-14 and TO 40R7-5-7-1, 25 September 1981, is changed as follows:

1. Remove and insert pages as indicated below:

	Remove pages	Insert pages
Table of Contents	i and ii	i and ii
Chapter 4	4-7 and 4-8 4-13 and 4-14 4-33 thru 4-36 4-45 and 4-46 4-53 thru 4-56 4-59 thru 4-64 4-69 thru 4-70	4-7 and 4-8 4-13 and 4-14 4-33 thru 4-36 4-45 and 4-46 4-53 thru 4-56 4-59 thru 4-64 4-69 thru 4-70
Chapter 5	5-71/5-72	5-71/5-72

2. New or changed text material is indicated by a vertical line in the margin. An illustration change is indicated by a miniature pointing hand.

3. Retain this sheet in front of manual for reference purposes.

ial:

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TRIBUTION:

to be distributed in accordance with DA Form 12-25C, Operator  
Maintenance Requirements for Refrigeration Equipment.

#### DEATH

Severe damage may result if personnel fail to observe safety precautions. Use great care to avoid contact with liquid refrigerant or refrigerant gas being discharged under pressure. Sudden and reversible tissue damage can result from freezing. Wear thermal protective gloves and a face protector or goggles in any situation where skin - eye - contact is possible.

Avoid contact of refrigerant gas with flame or hot surfaces. Heat causes the refrigerant to break down and form carbonyl chloride (phosgene), a highly toxic and corrosive gas.

#### WARNING

REFRIGERANT UNDER PRESSURE is used in the operation of this equipment.

#### DEATH

Severe injury may result if you fail to observe safety precautions. Never use a heating torch on any part that contains Refrigerant R-12. Do not let liquid refrigerant touch skin and do not inhale refrigerant gas.

#### WARNING

Compressed air used for cleaning purposes will not exceed 30 PSI (2.1 kg/cm<sup>2</sup>).

#### WARNING

Acetone and methyl-ethyl ketone (MEK) are flammable, and their

vapors used in this equipment. Wash exposed skin thoroughly.

Dry cleaning solvent (Fed. Spec. P-D-680) used to clean parts is potentially dangerous to personnel and property.

Do not use near open flame or excessive heat. Flash point of solvent is 100°F to 138°F (38°C to 50°C).

Wear eye protection when blowing solvent from parts. Air pressure should not exceed 30 psig (2.1 kg/cm<sup>2</sup>).

#### WARNING

##### Protect Against Moving Parts

Do not wear loose clothing in the vicinity of moving parts, such as shafts, flywheels, fans, belts, etc.

Keep your hands away from moving parts. Do not operate without protective guards and screens securely in place.

Model F10000R-6

#### WARNING



##### HIGH VOLTAGE

Is used in the operation of this equipment

##### DEATH ON CONTACT

may result if personnel fail to observe safety precautions.

Never work on electrical equipment unless there is another person nearby who is familiar with the operation and hazards of the equipment and who is competent in administering first aid. When the technician is aided by operators, he must warn them about dangerous areas.

Whenever possible, the input power supply to the equipment must be shut off before beginning work on the equipment. Take particular care to ground every capacitor likely to hold a dangerous potential. When working inside the equipment, after

hazard of current flowing through vital organs of the body.

Do not operate the equipment without all grilles, guards, louvers, covers in place and tightly secured.

**Warning: Do not be misled by the term "low voltage." Potentially low as 50 volts may cause injury under adverse conditions.**

Model F10000RG-2

#### WARNING

DO NOT fill fuel tank while engine is running.

DO NOT smoke or use an open flame in the vicinity of the engine fuel tank. Internal combustion engine fuels are highly flammable.

Model F10000RG-2

#### WARNING



POISON  
CAUSES SEVERE BURNS  
ELECTROLYTE (ACID)  
BATTERY FLUID  
CONTAINS SULFURIC ACID

AVOID CONTACT WITH EYES, OR CLOTHING.

TO PREVENT ACCIDENTS  
NEUTRALIZE EXCESS ACID  
WITH BAKING SODA AND RINSE  
CONTAINER WITH WATER.

ANTIDOTE:

**EXTERNAL**—FLUSH WITH WATER

**INTERNAL**—DRINK LARGE QUANTITIES OF WATER OR MILK  
FOLLOW WITH MILK OF MAGNESIA,  
BEATEN EGGS, VEGETABLE OIL. CALL  
A PHYSICIAN IMMEDIATELY.

DO NOT SMOKE while servicing batteries. Lead acid batteries give off highly explosive hydrogen gas which can be ignited by flame, electrical arcing or by smoking. Verify battery polarity before connecting battery cables. Connect negative cable last.

Model F10000RG-2

**WARNING**

Before starting work on the engine, disconnect the battery to prevent inadvertent starting of the engine.

Model F10000RG-2

**WARNING**

DO NOT smoke or use an open flame in the vicinity of the engine or fuel tank. Internal combustion engine fuels are highly flammable.

Model F10000RG-2

**WARNING**

**Engine Exhaust Gas  
(Carbon Monoxide)  
is DEADLY!**

Carbon monoxide is an odorless, colorless gas formed by incomplete combustion of hydrocarbon fuels. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal. Some of the symptoms or signs of carbon monoxide inhalation are:

Dizziness

Intense Headache

Weakness and Sleepiness

Vomiting

Muscular Twitching

Throbbing in Temples

If you experience any of the above symptoms, get out into fresh air immediately.

The best protection against carbon monoxide inhalation is a regular inspection of the complete exhaust

Provide appropriate fire extinguishers and install them in convenient locations. Use an extinguisher rated ABC by NFPA.

Model F10000RG-2

**WARNING**

If it is necessary to make adjustments while the engine is running, use extreme caution when close to hot exhausts, moving parts, etc.

Model F10000RG-2

**WARNING**

Do not remove the dipstick while the engine is running. Oil may blow out the oil fill tube causing injury.

**WARNING**

The panels, doors and screens installed on this unit are there for a purpose.

Do not operate this unit with them off or open unless the instructions tell you to. When this is necessary do so with care.

- Engine exhausts can burn.
- All electrical connections can shock and sometimes kill.
- Moving parts can cut off fingers or hands.
- Spilled or splashed fuels, lubricants, cleaning fluids and battery acid can blind.
- Read all Warnings and instructions carefully before operating or working on this unit. Read and understand all Warnings listed in the front of this manual.

**GASOLINE ENGINE DRIVEN  
KECO MODEL F10000RG-2  
(4110-01-074-5175)**

## REPORTING OF ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms) or DA Form 2028-2 located in the back of this manual direct to:

Commander, U.S. Army Troop Support & Aviation Materiel Readiness Command, ATTN: DRSTS-MPSD, 4300 Goodfellow Blvd., St. Louis, MO 63120. A reply will be furnished to you.

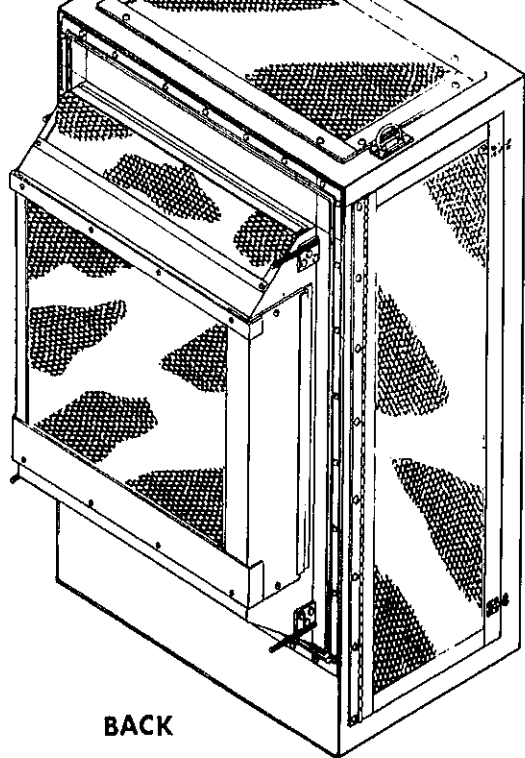
## TABLE OF CONTENTS

<b>CHAPTER</b>	<b>1.</b>	<b>INTRODUCTION</b> .....
<b>Section</b>	<b>I.</b>	General Information .....
<b>Section</b>	<b>II.</b>	Equipment Description and Data .....
<b>Section</b>	<b>III.</b>	Technical Principles of Operation .....
<b>CHAPTER</b>	<b>2.</b>	<b>OPERATING INSTRUCTIONS</b> .....
<b>Section</b>	<b>I.</b>	Description and Use of Operator's Controls and Indicators .....
<b>Section</b>	<b>II.</b>	Preventive Maintenance Checks and Services (PMCS) .....
<b>Section</b>	<b>III.</b>	Operation Under Usual Conditions .....
<b>Section</b>	<b>IV.</b>	Operation Under Unusual Conditions .....
<b>CHAPTER</b>	<b>3.</b>	<b>OPERATOR'S MAINTENANCE INSTRUCTIONS</b> .....
<b>Section</b>	<b>I.</b>	Lubrication Instructions .....
<b>Section</b>	<b>II.</b>	Troubleshooting Procedures .....
<b>CHAPTER</b>	<b>4.</b>	<b>ORGANIZATIONAL MAINTENANCE INSTRUCTIONS</b> .....
<b>Section</b>	<b>I.</b>	Repair Parts, Special Tools, TMDE, and Support Equipment .....
<b>Section</b>	<b>II.</b>	Service Upon Receipt of Equipment .....
<b>Section</b>	<b>III.</b>	Lubrication .....

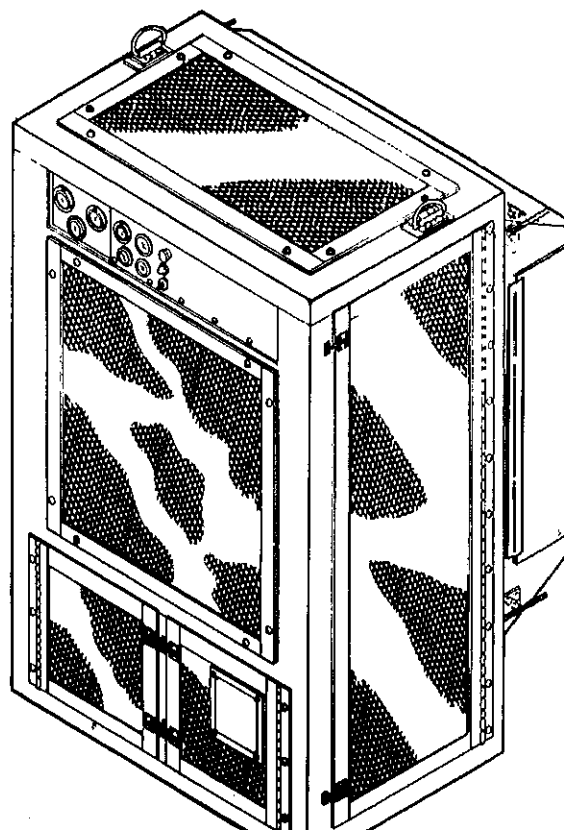


Section	II.	Maintenance Procedures .....
CHAPTER	6.	<b>GENERAL SUPPORT MAINTENANCE INSTRUCTIONS</b> .....
Section	I.	General Information .....
Section	II.	Maintenance Procedures .....
APPENDIX	A	<b>REFERENCES</b> .....
APPENDIX	B	<b>COMPONENTS OF END ITEM LIST (COEIL)</b> .....
Section	I.	Introduction .....
Section	II.	Integral Components of End Item .....
Section	III.	Basic Issue Items .....
APPENDIX	C	<b>MAINTENANCE ALLOCATION CHART</b> .....
Section	I.	Introduction .....
Section	II.	Maintenance Allocation Chart .....
Section	III.	Tool and Test Equipment Requirements .....
Section	IV.	Remarks .....
APPENDIX	D	<b>ADDITIONAL AUTHORIZATION LIST</b> .....
Section	I.	Introduction .....
Section	II.	Additional Authorization List .....
APPENDIX	E	<b>EXPENDABLE SUPPLIES AND MATERIALS LIST</b> .....
Section	I.	Introduction .....
Section	II.	Expendable Supplies and Materials List .....
		ALPHABETICAL INDEX .....





BACK



## 1. SCOPE

- a. Type of Manual. Operator's, Organizational, Direct Support and General Support Maintenance Manual.
- b. Model Numbers and Equipment Names. F10000R-6 Refrigeration Unit, P/N 74600-1, and F10000R-6 Refrigeration Unit, P/N 74800-1.
- c. Purpose of Equipment. To cool air in an enclosed space by means of a wall-mounted, mechanical refrigeration unit.
- d. Special Limitations. Model F10000R-6 is electric motor driven and requires 208 volt, 3 phase, 60 Hz power. Model F10000RG-2 is gasoline engine driven.

## 2. MAINTENANCE FORMS AND RECORDS

Department of the Army forms and procedures used for equipment maintenance will be those prescribed in DA Form 138-750, the Army Maintenance Management System (TAMMS). Hand receipts for the End Item/Component (EI/COMP), End Item (COEI), Basic Issue Item (BII), and Additional Authorization List (AAL) items are published in the Hand Receipt Manual. The Hand Receipt Manual numerical designation is the same as the related Technical Manual with the letters HR added to the number. These manuals are published to aid in property accountability and are available through: Commander, US Army Adjutant General Publication Center, ATTN: ACDL-OD, 4800 Woodson Road, St. Louis, Mo. 63114.

## 3. REPORTING EQUIPMENT IMPROVEMENT RECOMMENDATIONS (EIR's)

If your refrigeration unit needs Improvement, let us know. Send us an EIR. You, the user, are the only one who can tell us what you don't like about your equipment. Let us know why you don't like the design or performance of it on a SF 368 (Quality Deficiency Report). Mail it to us at Commander, Headquarters, U.S. Army Transportation and Aviation Materiel Readiness Command, ATTN: DRSTS-MEM, 4300 Goodfellow Blvd., St. Louis, Missouri 63120. We'll send you a reply.

**1-4. EQUIPMENT CHARACTERISTICS, CAPABILITIES, AND FEATURES**

Characteristics, capabilities, and features of the refrigeration units include:

- a. Provides refrigerated air for an enclosed space.
- b. Automatically maintains temperature of enclosure at any setting between 0° and 50°F (-1
- c. The unit is designed for through-the-wall mounting in prefabricated panel type refrigerator.
- d. The unit is designed to be highly portable and easily installed.

**1-5. LOCATION AND DESCRIPTION OF MAJOR COMPONENTS**

- a. For the F10000R-6, electric motor driven unit, see figure 1-2.
  - CONTROL PANEL (1) Contains controls, switches, gages and meters.
  - CONDENSER COIL (2) This coil serves as a heat exchanger to remove the heat from the refrigerant vapor that passes through it by transferring it to the air.
  - CONDENSER FAN (3) Draws air in and over the condenser coil.
  - ELECTRIC MOTOR (4) Drives the condenser and evaporator fans.
  - RECEIVER (5) Collects and stores liquid refrigerant.
  - EVAPORATOR FAN (6) Draws air in and over the evaporator coil.
  - EVAPORATOR COIL (7) Removes heat from the air by transferring it to the refrigerant.
  - SEMI-HERMETIC COMPRESSOR (8) Has its own self-contained motor. It compresses the gas and pumps it through the system.
  - MOUNTING BOLTS AND CLAMPS (9) Used to attach the unit to the prefabricated refrigerator.
- b. For the F10000RG-2, gasoline engine driven unit, see figure 1-3.
  - CONTROL PANEL (1) Contains controls, switches, gages and meters.
  - ENGINE EXHAUST (2) Includes exhaust header, pipes, muffler and rain cap.
  - CONDENSER COIL (3) This coil serves as a heat exchanger to remove the heat from the refrigerant vapor that passes through it by transferring it to the air.
  - CONDENSER FAN (4) Draws air in and over the condenser coil.

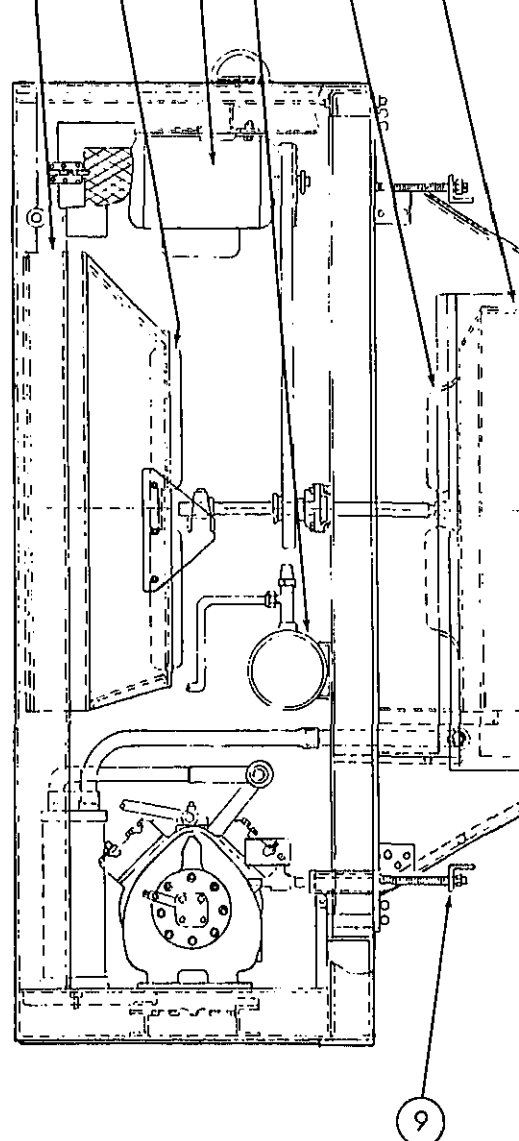
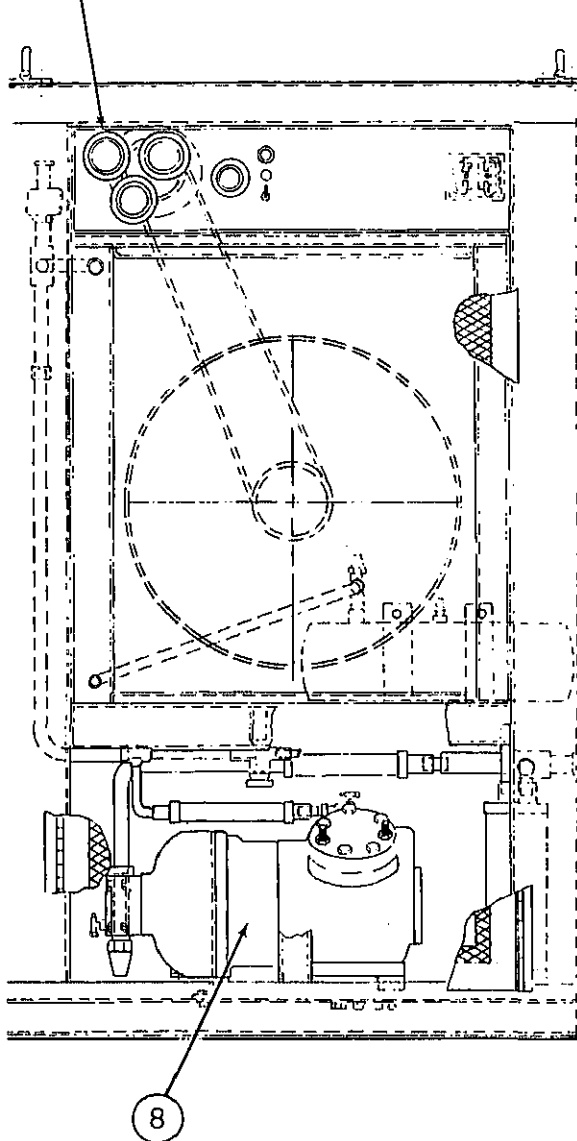


Figure 1-2. Major Components F10000R-6

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- BATTERY (6) Provides 12 volt power for engine starting.
- EVAPORATOR FAN (7) Draws air in and over the evaporator coil.

- **GASOLINE TANK (12)** Stores gasoline.
- **MOUNTING BOLTS AND CLAMPS (13)** Used to attach the unit to the prefabricated panel refrigerator.

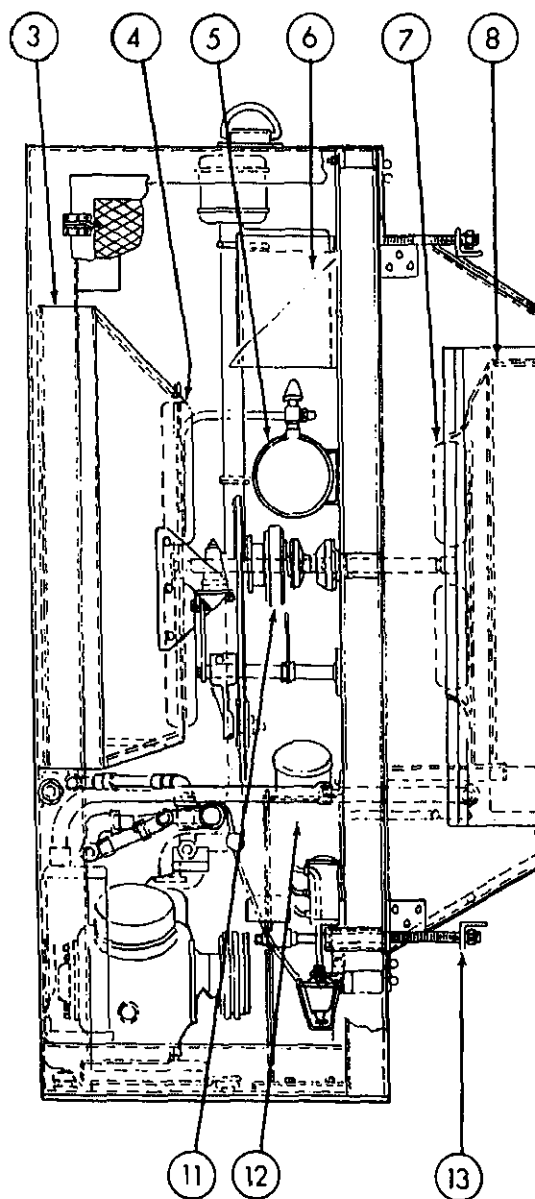
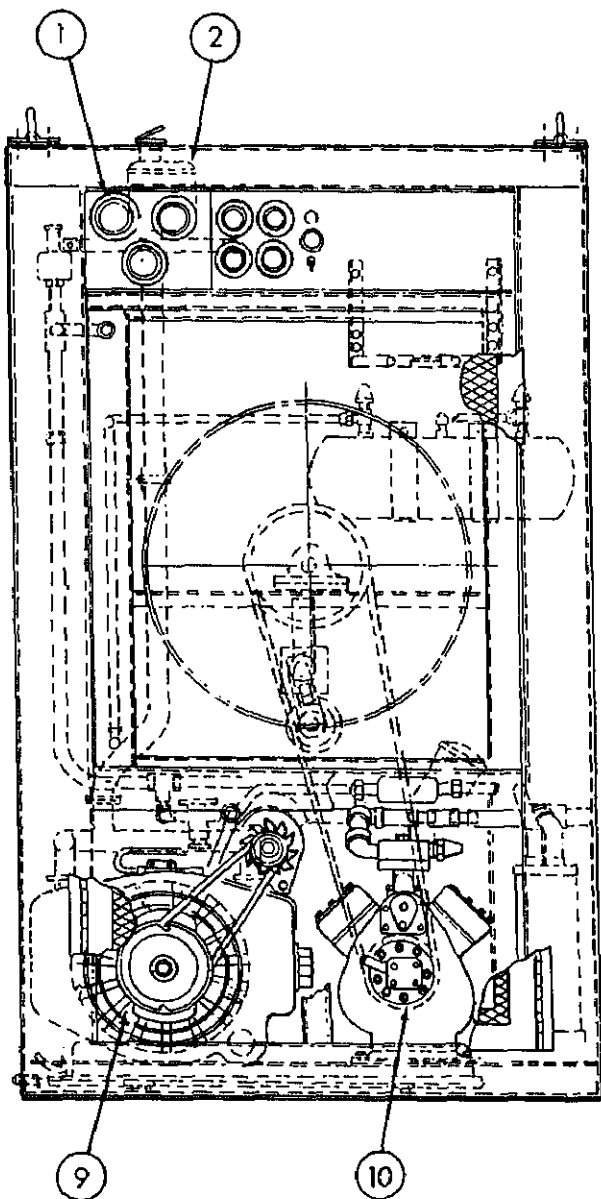


Figure 1-3. Major Components E10000BG-2

## OPERATING TEMPERATURES

LOW	0°F (-18°C)
HIGH	+120°F (+49°C)

## PERFORMANCE (COOLING CAPACITY)

10,000 Btu/hr at 0°F (-18°C)
18,000 Btu/hr at 35°F (+1.6°C)

## POWER REQUIRED

(F10000R-6 Electric motor driven)

VOLTAGE	208
PHASE	3
HERTZ	60

(F10000RG-2 Gasoline engine driven)

12 volt, waterproof, lead-acid type battery MS35000-1

## DIMENSIONS

WIDTH	43.74 inches (111.13 cm)
DEPTH	42.00 inches (106.68 cm)
HEIGHT	71.00 inches (180.34 cm)
WEIGHT	
F10000R-6	900 pounds (408.24 kg)
F10000RG-2	1125 pounds (510.30 kg)

## REFRIGERANT

TYPE	R-12
CHARGE	
F10000R-6	20 pounds (9.07 kg)
F10000RG-2	20 pounds (9.07 kg)



## **-8. AIR FLOW**

a. Condenser. The condenser fan draws ambient (outdoor) air through the condenser coil and expels it through top and side screens of refrigerator unit. This removes heat from the refrigerant passing through the coil.

b. Refrigerated Air (Air Inside Enclosure). The evaporator fan draws air through the evaporator coil and expels it through the top of the evaporator housing. This results in enclosure air losing its heat to the refrigerant passing through the tubes of the evaporator coil.

## **-9. OPERATIONAL CYCLE** See figure 1-4.

a. The electric motors (F10000R-6) or the gasoline engine (F10000RG-2) start automatically when the thermostat calls for cooling. This supplies power to the compressor and fans. On the F10000RG-2 only solenoid valve (item 24) opens during start up allowing the compressor to start with no refrigerant load.

b. The compressor (item 18) converts the low pressure gas refrigerant from the evaporator section to high pressure gas and sends it to the condenser coil (item 1).

(1) The high pressure refrigerant gas is cooled by ambient air flow across the condenser coil (item 1) and condenses to liquid which is stored in receiver tank (item 3).

(2) The liquid refrigerant then passes through a filter-drier (item 5) and liquid indicator sight glass (item 6) to heat exchanger (item 7).

(3) The expansion valve (item 8) regulates flow and reduces pressure so that the liquid refrigerant enters the evaporator (item 10) as a cold, low pressure liquid.

(4) The refrigerant absorbs heat from enclosure air being drawn over and around evaporator coil (item 10).

(5) The refrigerant evaporates to a low pressure gas which is drawn to compressor inlet.

(6) The cycle repeats until the thermostat requirements are met.

## **-10. DEFROST CYCLE**

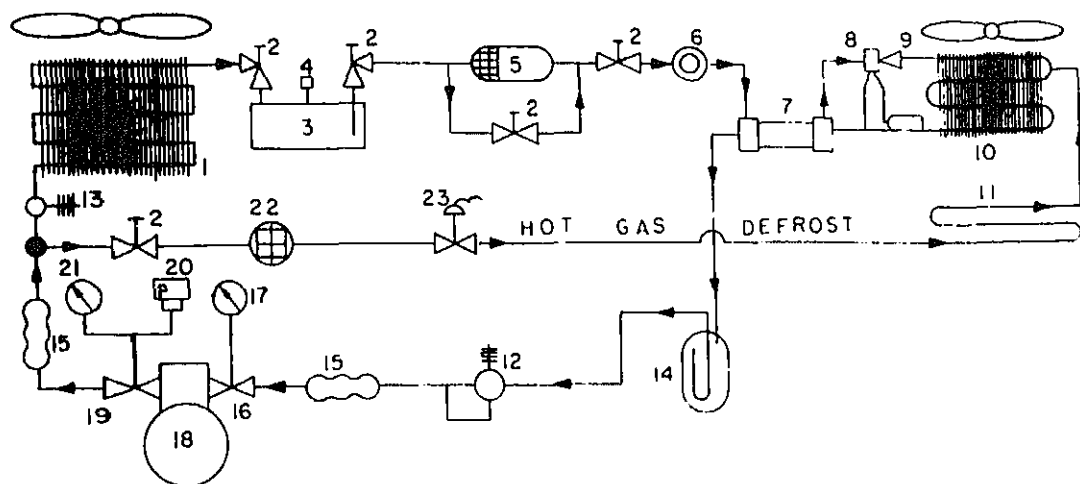
To prevent an excessive buildup of frost and ice on the evaporator coil, this refrigeration unit is equipped with an automatic defrost cycle. See figure 1-4.

a. Defrost activating mechanism.

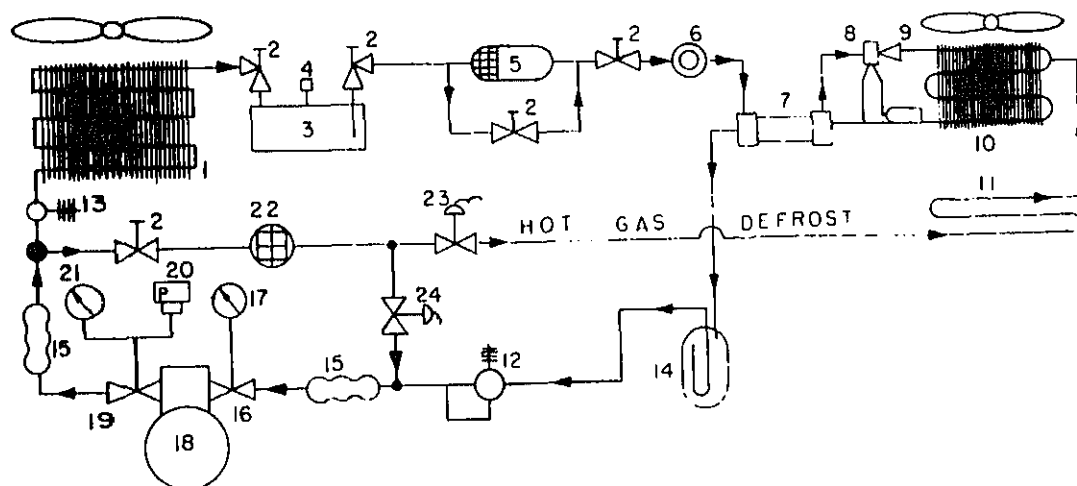
(1) The F10000R-6 is equipped with a timing mechanism which can be set for a 45 minute defrost cycle to occur at any convenient time within each 24 hour period. This control is equipped with a temperature sensor that will stop the defrost cycle prior to the 45 minute setting if a temperature of  $43 \pm 2^{\circ}\text{F}$  ( $6 \pm 1^{\circ}\text{C}$ ) is reached at the sensor location.

(2) The F10000RG-2 is equipped with a preset timing device that activates the defrost cycle every 12 hours. The defrost cycle will shut off when a temperature of  $45 \pm 4^{\circ}\text{F}$  ( $7 \pm 2^{\circ}\text{C}$ ) is reached at the sensor location.

d. When the defrost cycle is complete the unit automatically returns to the refrigeration cycle.



**F10 000R-6**



**F10 000RG-2**

- 1.CONDENSER
- 2.SHUT OFF VALVE
- 3.RECEIVER
- 4.FUSIBLE PLUG
- 5.FILTER DRIER
- 6.MOISTURE LIQUID INDICATOR
- 7.HEAT EXCHANGER

- 14.SUCTION ACCUMULATOR
- 15.VIBRATION ABSORBER
- 16.SUCTION SERVICE VALVE
- 17.COMPOUND GAGE
- 18.COMPRESSOR
- 19.DISCHARGE SERVICE VALVE
- 20.HEAD PRESS. CUTOUT SWITCH
- 21.BLEED PRESSURE GAGE



## 2-1. GENERAL

After the unit has been properly installed and initial preparation for operation is complete the operation is automatic. The operator should read and become totally familiar with all information pertaining to required observations and services necessary for this unit contained in chapters 1, 2 and 3 of this manual before starting unit.

## 2-2. OPERATOR'S CONTROLS AND INDICATORS

a. For instrument panel controls and indicators see figure 2-1 for the F10000R-6 and figure 2-2 for the F10000RG-2. After all other checks and services have been completed it is only necessary to turn the REFRIGERATION ON-OFF switch to on for automatic operation.

Model F10000RG-2

### WARNING

Engine Exhaust Gas  
(Carbon Monoxide)  
is DEADLY!

Carbon monoxide is an odorless, colorless gas formed by incomplete combustion of hydrocarbon fuels. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal. Some of the symptoms or signs of carbon monoxide inhalation are:

Dizziness  
Intense Headache  
Weakness and Sleepiness

Vomiting  
Muscular Twitching  
Throbbing in Temples

If you experience any of the above symptoms, get out into fresh air immediately.

The best protection against carbon monoxide inhalation is a regular inspection of the complete exhaust system. If you notice a change in the sound or appearance of exhaust system, shut the unit down immediately and have it inspected and repaired at once by a competent mechanic.

### WARNING

Protect Against Moving Parts

Do not wear loose clothing in the vicinity of moving parts, such as shafts, flywheels, fans, belts, etc.

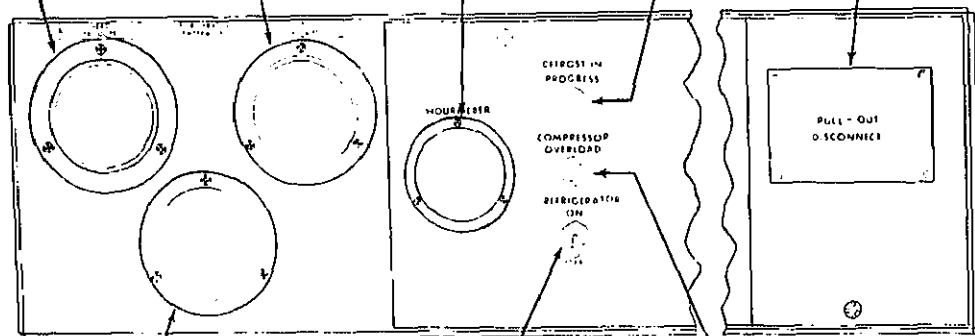
**GAGE-INDICATES  
COMPRESSOR  
DISCHARGE PRESSURE**  
GRADUATED IN 10 PSIG  
INCREMENTS FROM  
0 TO 300 PSIG  
160 TO 210 PSIG IS NORMAL

**INDICATES TOTAL  
UNIT OPERATING  
TIME IN HOURS  
AND TENTHS OF  
AN HOUR**

**DISCONNECT**  
OPEN DOOR AND  
PULL OUT TO REPLACE  
60 AMP FUSES

**SUCTION PRESSURE**  
GAGE-INDICATES  
COMPRESSOR SUCTION  
PRESSURE  
GRADUATED IN 5 PSIG  
INCREMENTS FROM  
30 IN. VACUUM TO  
150 PSIG  
4 TO 16 PSIG IS NORMAL

**DEFROST IN  
PROGRESS**  
LIGHTS RED  
WHEN UNIT IS  
IN DEFROST  
CYCLE



**REFRIGERATOR ON - OFF**  
TURN UP TO ON FOR  
AUTOMATIC COOLING  
TURN DOWN TO OFF  
FOR UNIT SHUT DOWN

**REFRIGERATOR TEMPERATURE**  
THERMOMETER WITH REMOTE  
BULB INDICATES REFRIGERATOR

FOR SECTION) OF UNIT  
GRADUATED IN THE FOLLOWING

**COMPRESSOR OVERLOAD**  
CIRCUIT BREAKER  
WHEN TRIPPED THE  
BUTTON EXTENDS  
EXPOSING A WHITE  
INDICATOR BAND

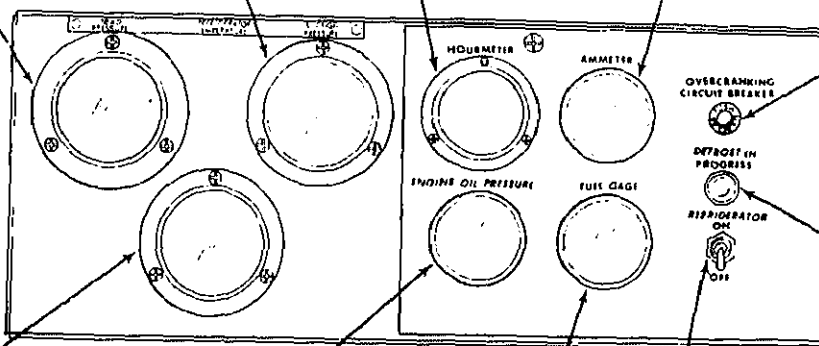
GRADUATED IN 10 PSIG  
INCREMENTS FROM  
0 TO 300 PSIG  
180 TO 210 PSIG IS NORMAL

AND TENTHS OF  
AN HOUR

TO START WITHIN  
30 ± 5 SECONDS)  
WHEN TRIPPED TH  
BUTTON EXTENDS  
EXPOSING A WHI  
INDICATOR BAND  
**PUSH TO RESET**

**SUCTION PRESSURE**  
GAGE-INDICATES  
COMPRESSOR SUCTION  
PRESSURE  
GRADUATED IN 5 PSIG  
INCREMENTS FROM  
30 IN. VACUUM TO  
150 PSIG  
4 TO 16 PSIG IS NORMAL

**AMMETER**  
INDICATES CHARGING  
RATE  
GRADUATED IN  
10 AMPERE INCREMENTS  
RANGE OF 60-0-60



**ENGINE OIL PRESSURE**  
GAGE INDICATES  
ENGINE OIL PRESSURE  
IN 20 PSIG INCREMENTS  
FROM 0 TO 80 PSIG

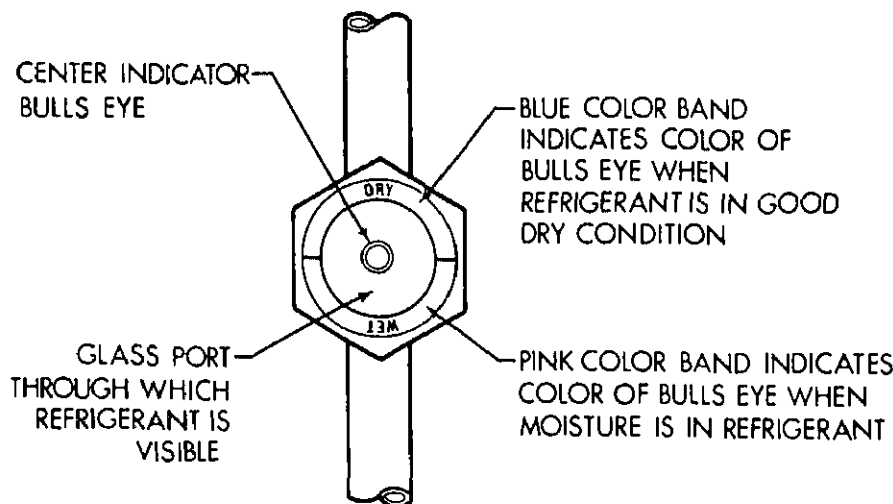
**FUEL GAGE**  
INDICATES  
FUEL TANK  
LEVEL IN  
1/4 TANK  
INCREMENTS

**DEFROST IN  
PROGRESS**  
LIGHTS (RED)  
WHEN UNIT  
IN DEFROST  
CYCLE

**REFRIGERATOR TEMPERATURE**  
THERMOMETER WITH REMOTE  
BULB INDICATES REFRIGERATOR  
TEMPERATURE AT INLET  
(EVAPORATOR SECTION) OF UNIT  
GRADUATED IN THE FOLLOWING  
INCREMENTS

**REFRIGERATOR ON-OFF**  
TURN UP TO ON FOR  
AUTOMATIC COOLING  
TURN DOWN TO OFF

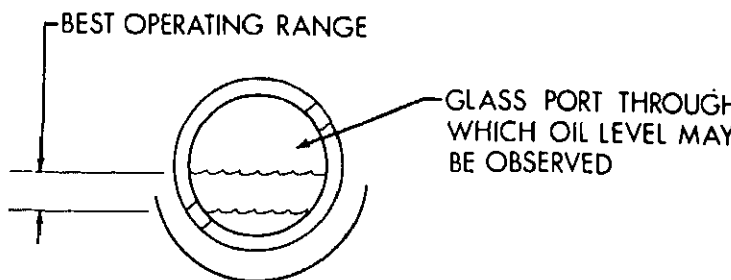
(1) Moisture indicating refrigerant sight glass. This indicator is located inside of the left side access. It indicates the condition of the refrigerant. The moisture sensitive center "bulls eye" will have blue color in good dry condition. It will change to pink when moisture (water) is present in the refrigerant system, indicating possible problems. The actual refrigerant is also visible through this glass port. After 15 minutes of operation the refrigerant observed through this port should be clear and free of bubbles. If refrigerant has a milky appearance or bubbles are present a problem is indicated.

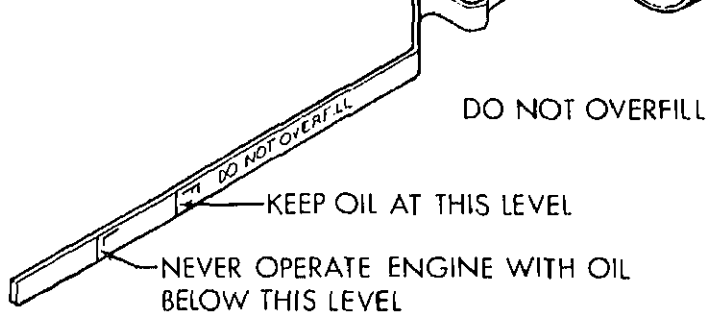


TS-4110-234-14/2

Figure 2-3. Refrigerant Sight Glass

(2) Compressor oil level sight glass. The compressor oil level should be observed with the compressor running. If the oil level in the sight glass is less than one-eighth ( $1/8$ ) up from the bottom of the glass, this indicates a low oil level. If the oil level is up more than one-half ( $1/2$ ) from the bottom, this indicates a high oil level. Therefore, the oil level should be  $1/8$  to  $1/2$  up the sight glass when the compressor is running.





TS-4110-234-14/2-

Figure 2-5. Engine Oil Level Indicator



### 2-3. GENERAL

Preventive maintenance checks and services (PMCS) are essential to the efficient operation of the refrigerator and to prevent possible damage that might occur through neglect or failure to observe symptoms in a timely manner. Checks and services performed by operators are limited to those functions described in table 2-1.

a. **Before You Operate.** Always keep in mind and observe the WARNINGS and CAUTIONS contained in the technical manual and plates installed on the equipment that are associated with operating functions. Perform your during (D) PMCS from Table 2-1.

b. **While You Operate.** Always keep in mind and observe the WARNINGS and CAUTIONS contained in the technical manual and plates installed on the equipment that are associated with operating functions. Perform your during (D) PMCS from Table 2-1.

c. **After You Operate.** Be sure to perform your after (A) PMCS from Table 2-1.

d. **If Your Equipment Fails to Operate.** Troubleshoot within your capabilities. Report any deficiencies using the proper form as specified in TM 38-750.

#### NOTE

Within designated intervals, these checks are to be performed in the order listed.

If the equipment must be kept in continuous operation, check and service only those items that can be checked and serviced without disturbing operation. Make the complete checks and services when the equipment can be shut down.

B --- Before

A — After

M — Monthly

D — During

W — Weekly

See figures 2-6, 2-7, 2-8 and 2-9 for location and identification of items.

1	•				Panels, doors and screens	Check for obstructed screens, loose or missing hardware or parts, and obvious damage.	Missing panels, doors, screens, or damage would cause operation hazardous.
2	•				Wires and cables	Inspect for cuts, broken or exposed wires, and loose connections.	Wires are cut, broken, loose or exposed.
3	•				Fans	Inspect for loose set screws or bent or broken blades.	Set screws are loose, blades are missing or broken.
						Observe fans during operation for excessive vibration. (Do not open door.)	Excessive vibration observed.
4	•				Belts	Inspect for loose, worn or missing belts. (1/2 inch (1.3 cm) deflection midway between pulleys.)	Belts are loose, excessively worn or missing.
5	•				Clutch and Idler (F10000RG-2 only)	Inspect for loose or missing parts and proper belt tension.	Parts are loose or missing.
6	•				Bearings, pulleys, and fan shaft	Inspect for loose parts or obvious damage.	Parts loose or damaged.
		•					
7	•				Unit housing	Check for cracks and dents. Check for secure mounting to wall, condition of seal to wall and proper drainage of condensate water, loose mounting or missing lifting fittings.	Loose mountings, blocked drain or loose damaged seal.
8	•				Condenser and Evaporator coils	Inspect for dirt, dented fins or other obstructions that would reduce air flow.	Coils are in any way obstructed for air flow.
9	•				Refrigeration tubing, valves and fittings	Inspect for obvious leaks, dented tubing.	A leak is detected or tubing dented so as to interfere with flow.

								not available if:
10	•					Compressor	Inspect flywheel on F10000R-6 for cracks and loose mountings.	Cracked or mounting is loose.
		•					Observe compressor oil level (see para 2-2b(2).	Oil level is excessively high or low.
11	•				•	Engine (F10000RG-2 only)	Check engine oil level (See para 2-2b(3), Add oil as needed.	
12	•					Fuel tank (F10000RG-2 only)	Inspect for leaks or obvious damage, Add gasoline as needed.	Leaks or damage that would interfere with operation or create a hazard are found.
13	•					Fuel strainer (F10000RG-2 only)	Check sediment bowl for contaminants.	Excessive dirt or other matter in sediment bowl
14	•					Fuel lines (F10000RG-2 only)	Inspect for kinked lines, cuts, leaks and loose connections.	Any problem is found that would create a hazard or interfere with the operation of the unit.
15	•					Gages, meters, lights and switches	Check for loose mountings, broken or missing parts.	Parts are broken or missing.
		•					Observe for proper indication during operation.	Parts are not functioning
16		•				Refrigerant sight glass	After 15 minutes of operation in cooling cycle check for bubbles or milky flow indicating low refrigerant charge. Check for pink color which indicates presence of moisture.	Bubbles, milky flow or pink color is observed.
17	•				•	Battery (F10000RG-2 only)	Check water level and for loose or corroded terminals.	
18	•					Electric motor (F10000R-6 only)	Check for loose mountings.	

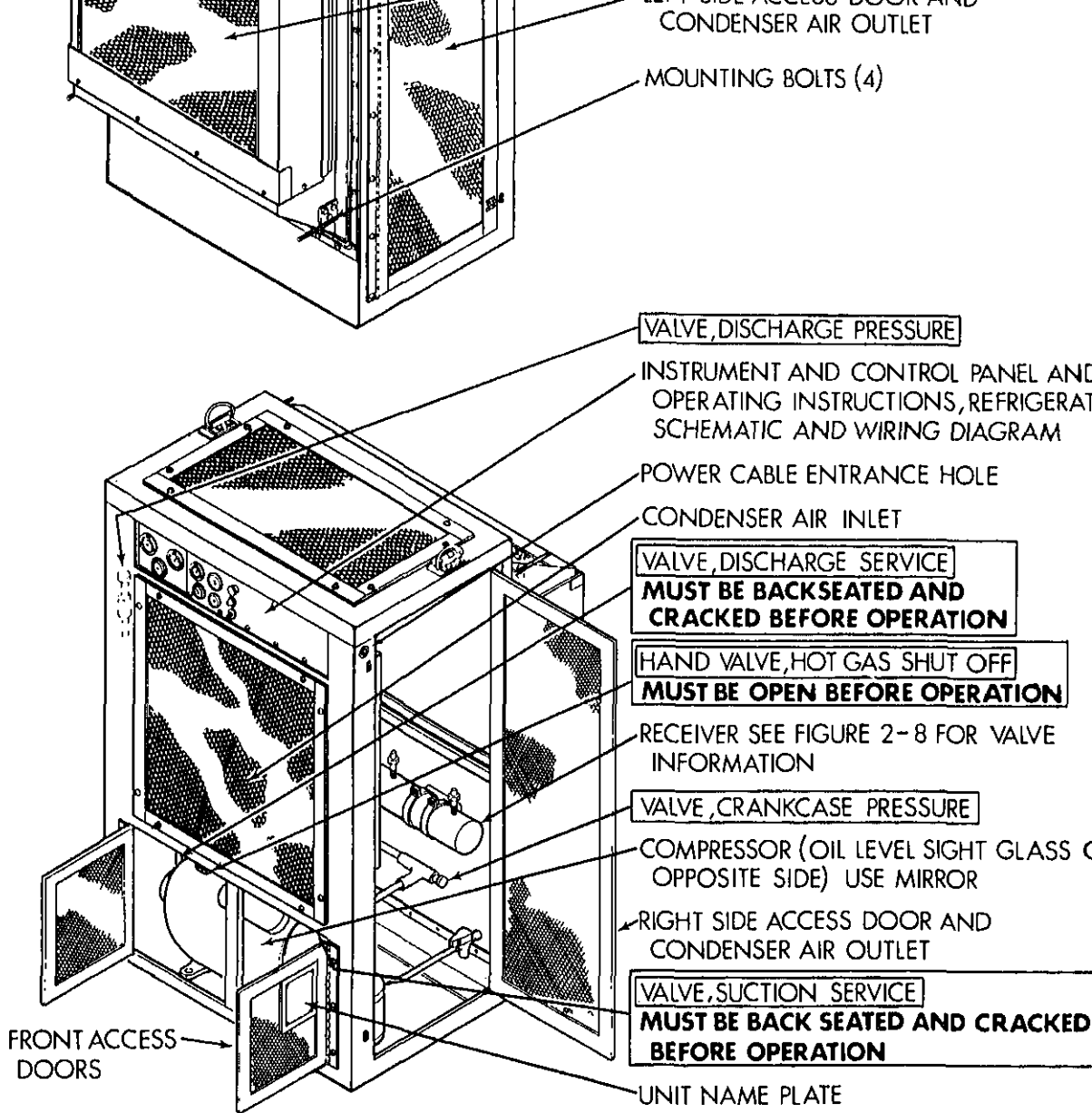
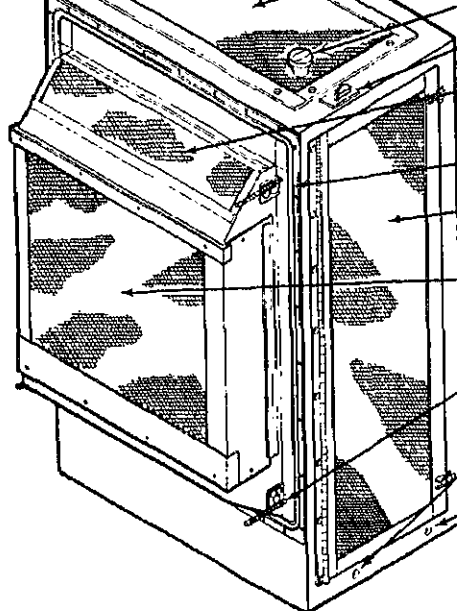
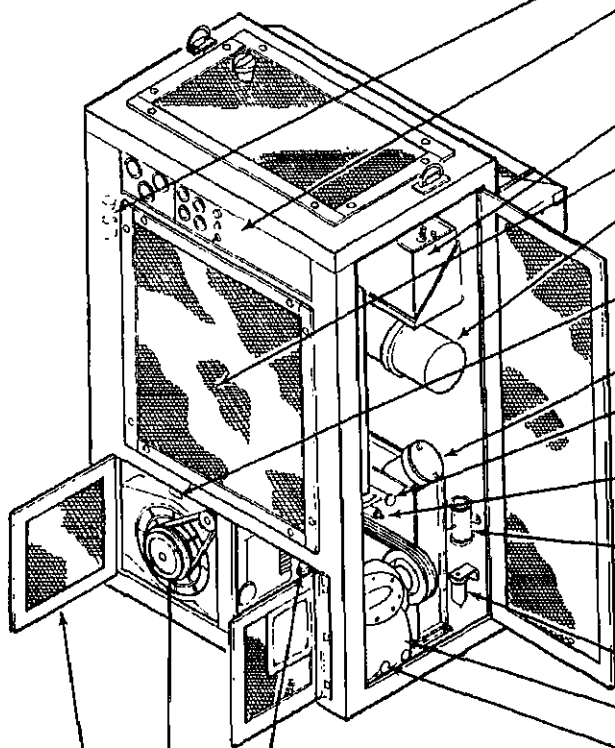


Figure 2-6. F1000R-6 General Identification of Items



- LIFTING D RINGS (2)
- CONDITIONED REFRIGERATOR AIR OUTLET
- FACE GASKET
- LEFT SIDE ACCESS DOOR AND CONDENSER AIR OUTLET
- REFRIGERATOR AIR INLET
- MOUNTING BOLTS (4)
- GASOLINE DRAIN
- OIL DRAIN



- VALVE, DISCHARGE PRESSURE
- INSTRUMENT AND CONTROL PANEL AND OPERATING INSTRUCTIONS REFRIGERATION SCHEMATIC AND WIRING DIAGRAM P
- 12 VOLT BATTERY
- CONDENSER AIR INLET
- RECEIVER SEE FIGURE 2-9 FOR VALVE INFORMATION
- HAND VALVE, HOT GAS SHUT OFF  
MUST BE OPEN BEFORE OPERATION**
- GASOLINE TANK
- VALVE, CRANKCASE PRESSURE
- VALVE DISCHARGE SERVICE  
MUST BE BACKSEATED AND  
CRACKED BEFORE OPERATION**
- GASOLINE PUMP
- RIGHT SIDE ACCESS DOOR AND CONDENSER AIR OUTLET
- GASOLINE STRAINER
- COMPRESSOR
- COMPRESSOR SIGHT GLASS
- VALVE SUCTION SERVICE

FRONT-  
ACCESS

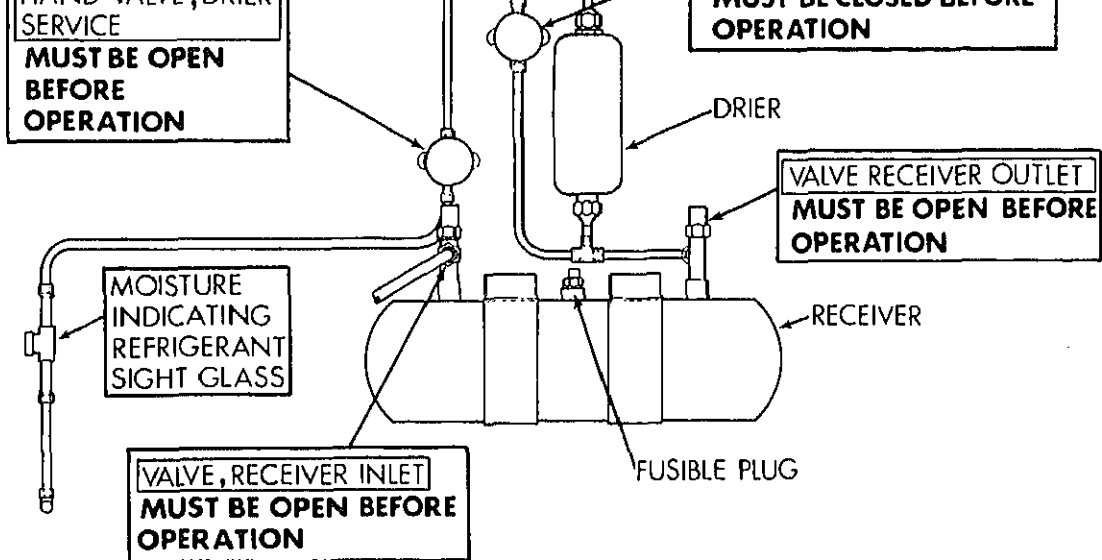
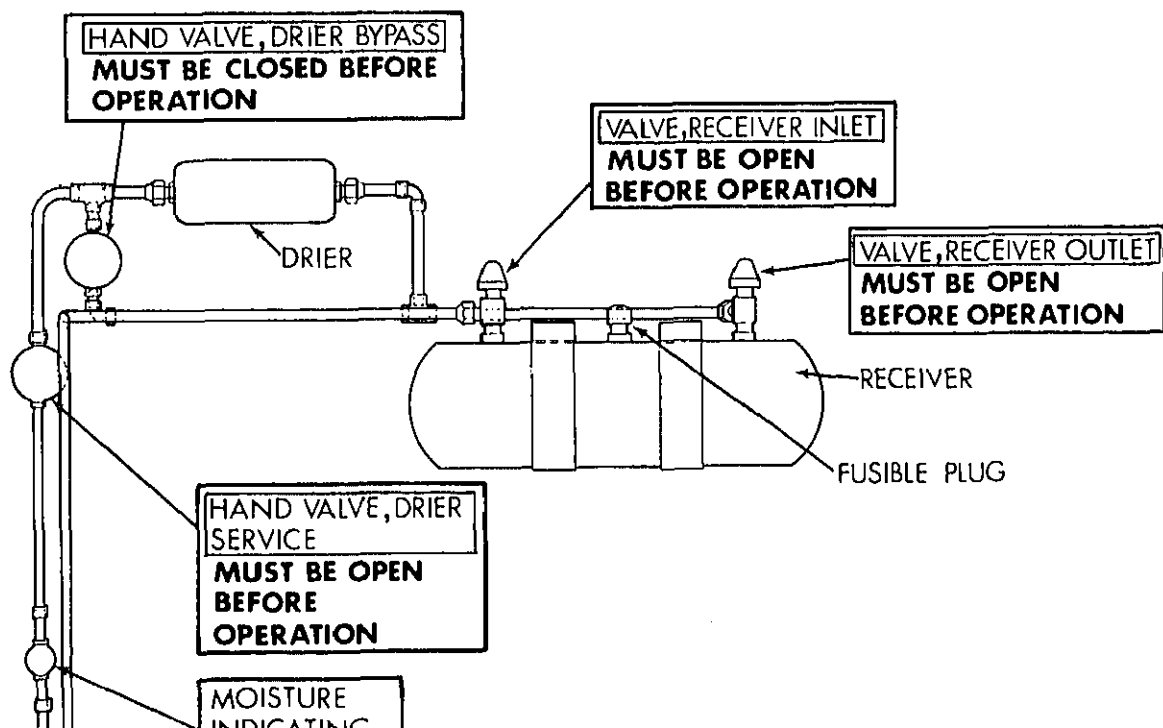


Figure 2-8. Receiver and Drier Valves F10000R-6

TS-4110-234-



## **2-4. ASSEMBLY AND PREPARATION FOR USE**

Services of organizational maintenance should be employed for original unpacking, assembly and preparation for use. See paragraphs 4-4 through 4-9.

## **2-5. INITIAL ADJUSTMENTS AND CHECKS**

a. Inspect all panels, doors, and screens for loose mounting, obstructions or shipping damages. tubing and hoses are properly in place and that connections are tight. Inspect instrument panel damage and loose mountings. Report any deficiencies to organizational maintenance.

b. Perform the preventive maintenance checks and services listed in Table 2-1.

Model F10000RG-2

### **WARNING**

DO NOT SMOKE while servicing batteries. Lead acid batteries give off highly explosive hydrogen gas which can be ignited by flame, electrical arcing or by smoking.

c. On Model F10000RG-2 check the battery water level. Fill with distilled or drinking water approximately 9/16 inch (1.43 cm) above the top of the separators.

## **2-6. OPERATING PROCEDURES**

### **CAUTION**

Before initial start up and after periods of extended shut down check to see that organizational maintenance has properly set (Valves should be tagged) the following valves.

Operators should not adjust valves.

- VALVE, RECEIVER INLET must be open.
- VALVE, RECEIVER OUTLET must be open.
- HAND VALVE, HOT GAS SHUT OFF must be open.
- HAND VALVE, DRIER SERVICE must be open.
- HAND VALVE, DRIER BYPASS must be closed.
- COMPRESSOR VALVE, SUCTION SERVICE must be "backseated and cracked."

DO NOT Smoke or use an open flame in the vicinity of the engine or fuel tank. Internal combustion engine fuels are highly flammable.

1) Checking Fuel Supply. The engine consumes approximately one gallon (3.8 litres) of fuel per hour. The fuel tank can hold 16 gallons (60.5 litres) of fuel.

2) Add regular gasoline as needed.

Engine Checks and Services (Model F10000RG-2). Ensure that all the instructions of paragraph 4-1 are followed, particularly those regarding crankcase oil.

The thermostat will have been set to the proper temperature at time of installation. Should it be necessary to change this setting contact organizational maintenance.

The main power pull out disconnect on the F10000R-6 unit will have been set to the proper position at time of installation.

To start the unit, place the REFRIGERATOR ON-OFF toggle switch to the on position.

### **NOTE**

In an emergency situation if a serviceable battery for Model F10000RG-2 is not available, it is possible to rope start the engine.

Operation. After the start-up procedure, the unit will start, stop and defrost automatically while maintaining the required temperature as set on the thermostat.

Shutdown Procedure. To stop the unit place the REFRIGERATOR ON-OFF switch in the OFF position.

For extended shut down periods contact organizational maintenance.

### **PREPARATION FOR MOVEMENT**

When the unit is to be moved, the services of organizational maintenance shall be employed for necessary preparations. See Chapter 4, Section VI.

### **OPERATING INSTRUCTIONS ON DECALS AND INSTRUCTION PLATES**

The control panel has basic operating and maintenance instructions printed on the front side. The warning label is printed on the back side.

### **NOTE**

Some of the instructions on this plate do not apply to the operator.



- (3) HAND VALVE, HOT GAS SHUT OFF
- (4) HAND VALVE, DRIER SERVICE
- (5) VALVE, DISCHARGE SERVICE
- (6) VALVE, SUCTION SERVICE
- (7) VALVE, RECEIVER INLET
- (8) VALVE, RECEIVER OUTLET
- (9) VALVE, CRANKCASE PRESSURE

## **OPERATION IN EXTREME COLD**

Operation is basically the same as under usual conditions. It is best not to disturb wiring during extreme weather since wire and insulation become brittle and may easily be broken. For Model F10000RG-2 observe the following items closely:

Use correct oil for temperature conditions (fig. 3-1). Change oil only when engine is warm.

Use fresh fuel.

Keep fuel system clean and batteries in a well charged condition.

Partially restrict condenser air flow, but use care to avoid overheating.

## **OPERATION IN EXTREME HEAT**

Operation is basically the same as under usual conditions, but take extra care that condenser air flow is not impeded by obstructions in front of coil. Notify direct support if coil is dirty. For Model F10000RG-2 operating the engine in temperatures above 75°F (24°C), pay particular attention to the following items to prevent damage:

Keep the engine cooling fins clean and free of obstruction which would decrease air flow to and from the engine.

### **CAUTION**

Plugged or clogged cooling fins can cause overheating and engine damage.

See that nothing obstructs air flow to and from the engine.

Ensure that you are using the proper grade and weight of oil for the temperature the engine is being operated in (para. 3-2). Check the oil level each time you fill the fuel tank.

Check the battery water level more frequently than every 50 hours which is recommended under normal conditions. High temperatures cause faster evaporation.

## **OPERATION IN DUSTY OR SANDY AREAS**

Oil, dust, dirt, smoke, soot and other debris can seriously reduce the efficiency of the air conditioning system. If this contamination is a problem, it is essential that the frequency of maintenance performed on the condenser and fans be increased. Observe the following precautions:

Clean refrigerator frequently. Dirt or dust accumulation on the condenser tubes and fins may cause increased compressor discharge pressure. If tubes or fins are coated, decreased efficiency of the refrigerator will result.

The equipment is reasonably weatherproof; however, during periods of extremely wet, windy weather, the following precautions should be observed to provide maximum protection to the unit and efficient operation:

- a. Shield fuel tank opening on the F10000RG-2 when filling to avoid water contamination of gas.
- b. Increase the frequency of maintenance performed on components subject to corrosion such as points and contacts.

### **2-13. OPERATION IN SALT WATER AREAS**

- a. Increase the frequency of maintenance on electrical components with points and contacts and of the condenser tubes and fins.
- b. All exposed areas should be spray-rinsed or sponged with clear water periodically to remove encrustations.

### **2-14. OPERATION AT HIGH ALTITUDES**

The air pressure above sea level decreases as altitude is increased. The result is a decrease in air to the carburetor causing a too-rich gasoline-air mixture. If this condition interferes with the operation of the refrigeration unit, report to the proper authority.

## Section I LUBRICATION INSTRUCTIONS

### 3-1. GENERAL INFORMATION

a. Care of Lubricants. Keep lubricants in closed containers and stored in a clean, dry place away from external heat. Allow no dust, dirt, or other foreign material to mix with lubricants. Keep all lubrication equipment clean and ready for use.

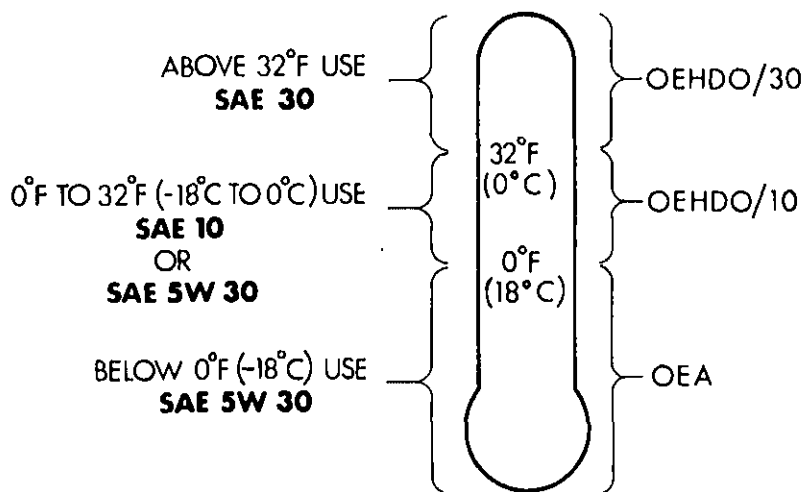
b. Cleaning. Keep all external parts not requiring lubrication clean and free of lubricants. Wipe lubrication points free of dirt and grease. Clean all lubrication points after lubrication to prevent accumulation of foreign matter.

### 3-2. ENGINE OIL LEVEL

#### WARNING

Do not remove the dipstick while the engine is running. Oil may blow out the oil fill tube causing injury.

For the F10000RG-2 check the engine crankcase oil level every eight hours of operation. (See fig. 2-5) Oil that conforms to MIL-L-2104. Do not use oil designated CD unless it also designates SE.



TS-4110-234-14/3-1

Figure 3-1. Engine Oil F10000RG-2

Table 3-1 contains troubleshooting instructions designed to be useful in diagnosing and correcting unsatisfactory operation or failure of the refrigerator.

a. Table 3-1 lists the common malfunctions which you may find during the operation or maintenance of the refrigeration unit or its components. You should perform the tests/inspections and corrective actions in the order listed.

b. This manual cannot list all malfunctions that may occur, nor all tests or inspections and corrective actions. If a malfunction is not listed or is not corrected by listed corrective actions, notify your supervisor.

c. Any trouble or corrective action beyond the scope of operator maintenance shall be reported to organizational maintenance.

**TABLE 3-1. OPERATOR'S TROUBLESHOOTING**

**Malfunction**

**Test or Inspection**

**Corrective Action**

**Refrigeration Unit Does Not Start**

- Step 1.* Check that REFRIGERATOR ON-OFF Switch is in the ON position.  
Turn switch ON.
- Step 2.* On Model F10000R-6 check that main power cable is connected and that power source is on.  
Connect power cable and turn on power.
- Step 3.* On Model F10000RG-2 check that fuel tank is not empty.  
Fill with gasoline.
- Step 4.* On Model F10000RG-2 check that battery is not in discharged condition.  
Report to organizational maintenance.
- Step 5.* On Model F10000R-6 check to see if COMPRESSOR OVERLOAD circuit breaker is tripped.  
Reset (push in) circuit breaker. If circuit breaker continues to trip or will not reset contact organizational maintenance.
- Step 6.* On Model F10000RG-2 check to see if OVERCRANKING CIRCUIT BREAKER is tripped.  
Reset (push in) circuit breaker. If circuit breaker continues to trip or will not reset contact organizational maintenance.
- Step 7.* On Model F10000RG-2 check gasoline strainer sediment bowl for dirt or visible contaminants.  
Contact organizational maintenance for cleaning of fuel strainer.

**Refrigeration Unit Runs Continuously**

- Step 1.* Check for excessive leakage of warm air into enclosure.  
Keep enclosure door closed and check gaskets for leaks.
- Step 2.* Check evaporator and condenser coils for blockages.  
Remove obvious blockages from outsides of screens. If coils are dirty or clogged inside screens contact organizational maintenance.
- Step 3.* Check the refrigerant sight glass.  
If refrigerant has a milky appearance, bubbles are present or center indicator has a red band, contact organizational maintenance.

## CORRECTIVE ACTION

Rearrange items in refrigerator enclosure.

- p 5. Check for loose or missing drive belts. 1/2 inch (1.3 cm) deflection midway between pulleys.  
Contact organizational maintenance if belts are loose or missing.

### SUFFICIENT COOLING.

- p 1. Check for excessive leakage of warm air into enclosure.

Keep enclosure door closed and check gaskets for leaks.

- p 2. Check coils for blockages.

Remove obvious blockages from outsides of screens. If coils are dirty or clogged inside of screens contact organizational maintenance.

- p 3. Check the refrigerant sight glass.

If after 15 minutes of operation, the refrigerant has a milky appearance, bubbles are present or the center indicator has a pink color contact organizational maintenance.

- p 4. Thermostat may be set too high.

Contact organizational maintenance.

- p 5. Check arrangement of items in refrigerator enclosure for free air passage to and from evaporator coil.

Rearrange items in refrigerator enclosure.

- p 6. Check for loose or missing drive belts. 1/2 inch (1.13 cm) deflection midway between pulleys.  
Contact organizational maintenance if belts are loose or missing.



#### **4-1. GENERAL**

a. For authorized common tools and equipment, refer to the Modified Table of Organization (MTOE) applicable to your unit.

b. No special tools are required for maintenance of the equipment. Test, maintenance and support equipment (TMDE) and support equipment include standard equipment found in any maintenance shop.

c. Repair parts are listed and illustrated in the Repair Parts and Special Tools (RPST) 5-4110-234-24P covering organizational and direct support maintenance for this equipment.



## 4-2. UNLOADING

The refrigeration unit may be removed from the bed of the carrier by either a crane or forklift truck, that the crane or forklift truck is large enough to handle the load. If the unit is to be removed with a crane, suitable slings around the bottom of the shipping package. Keep the equipment in an upright position at all times.

### WARNING

Do not allow the unit to swing while suspended from a lifting device. Failure to observe this warning may result in injury to personnel and damage to the equipment.

## 4-3. UNPACKING

a. General. Normally, the packaged refrigerator should be moved into the immediate area in which it is installed before it is unpacked.

### NOTE

The shipping container is of such a design that it may be retained for reuse for mobility purposes if frequent relocation of the refrigerator is anticipated.

b. Remove Shipping Container.

- (1) Remove top of the crate.
- (2) Remove front and rear ends.
- (3) Remove sides of crate.
- (4) Remove the packing material and protective covering material.
- (5) Remove the technical publications envelope and all other containers and put them in a safe place.
- (6) Loosen the four mounting angle nuts that hold the unit to the center wood frame.
- (7) Remove the center wood frame.
- (8) Lift refrigerating unit from skid by the two Dee type lifting rings provided on top of the unit.

## 4-4. RECEIVING INSPECTION

Perform receiving inspection of the refrigerator in the following manner:

This refrigeration unit is designed for outdoor installation and is fitted for mounting to the outdoor side of a vertical wall. The evaporator section is designed to protrude inside the enclosure to be cooled. Select a location which meets the following requirements:

1. The prime consideration for the condenser is that there should be free access for outside air to and from the condenser coil. Keeping in mind that intake air is through the front of the condenser coil and that discharge air goes outward through the lower front expanded metal access doors, the left and right expanded metal access doors and the top screen. Locate the unit so that there is a minimum of 36 inches of free space to the front and 36 inches on both sides of the condenser section of the unit.
2. Make use of terrain features, trees or buildings, if possible, to provide a shaded location. This minimizes the cooling load on the refrigeration system.
3. Do not locate the condenser unit where intake air is likely to be laden with dust, dirt, soot, smoke or other contaminants.
4. For Model F10000R-6 the unit should be located as near as possible to a source of 208 volt, three phase, 60 Hz, 4 wire ac electric power.
5. For Model F10000RG-2.

**WARNING**

Engine Exhaust Gas  
(Carbon Monoxide)  
Is DEADLY!

Carbon monoxide is an odorless, colorless gas formed by incomplete combustion of hydrocarbon fuels. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

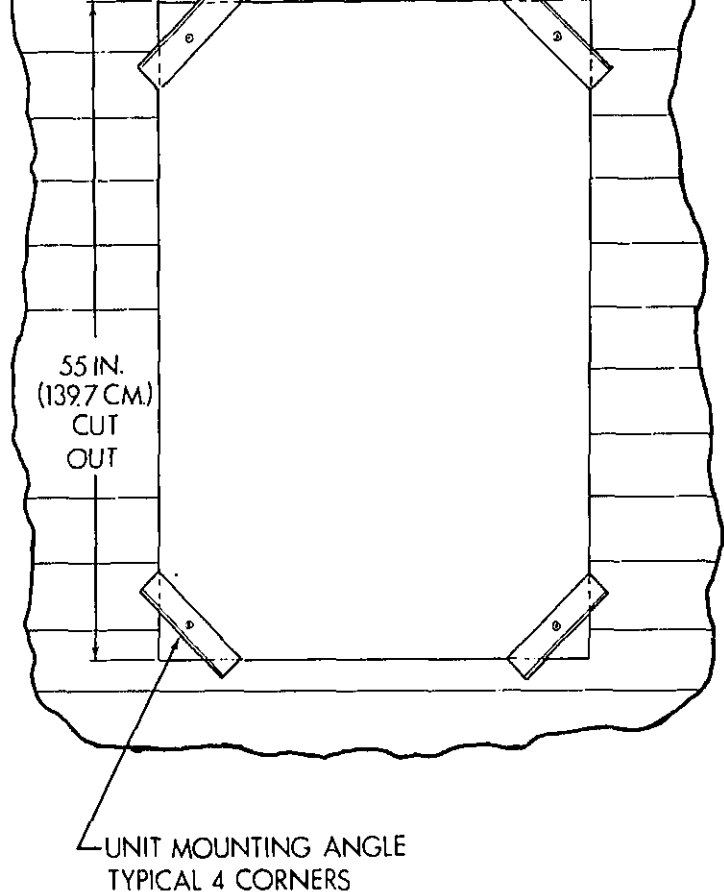
- (1) The engine exhaust extends out of the top of the condenser section. Locate the unit so that exhaust is not obstructed and prevailing winds do not blow exhaust gas toward operating or maintenance personnel.
- (2) Do not locate unit in an area where the handling of gasoline would be dangerous.

**6. INSTALLATION SITE PREPARATION**

The unit is designed to be installed with the evaporator section extending through a cutout in a prefabricated panel type refrigerator wall. See figure 4-1 for cutout dimensions.

**7. REFRIGERATOR UNIT PREPARATION FOR INSTALLATION**

- a. Check to be sure that all shipping seals and protective pads and covers have been removed.
- b. The F10000RG-2 is powered by a gasoline engine. Deprocess the engine in accordance with instructions contained on DA Form 2258 or DD Form 1397 attached to the equipment.
- c. Inspect unit for any obvious shipping damage. Check the four mounting bolts and mounting angles.



TS-4110

Figure 4-1. Wall Opening Dimensions

#### 4-8. INSTALLATION INSTRUCTIONS

- See paragraph 4-5 for site selection.
- Remove the four mounting angles and the attaching hardware.
- Move the unit into position.
- Check the area of the wall where the gaskets will seal. This must be a smooth, clean, flat surface.
- Carefully guide the evaporator section through the wall opening.
- When the unit is approximately in place check gasket seal area for uniform clearance between

k. When the gasket is compressed evenly to approximately 1/2 to 2/3 of its original thickness a good seal has been achieved.

## 9. UNIT PREPARATION FOR OPERATION

a. VALVE, RECEIVER INLET must be in the fully open position. Remove protective cap and using a refrigerant valve wrench or other suitable wrench open the valve. Screw the protective cap back in place. Tag the valve "THIS VALVE IS OPEN."

b. VALVE, RECEIVER OUTLET must be in the fully open position. Remove protective cap and using a refrigerant valve wrench or other suitable wrench open the valve. Screw the protective cap back in place. Tag the valve "THIS VALVE IS OPEN."

c. HAND VALVE, HOT GAS SHUT OFF must be in the fully open position. Tag the valve "THIS VALVE IS OPEN."

d. HAND VALVE, DRIER SERVICE must be in the fully open position. Tag the valve "THIS VALVE IS OPEN."

e. HAND VALVE, DRIER BYPASS must be in the fully closed position. Tag the valve "THIS VALVE IS CLOSED."

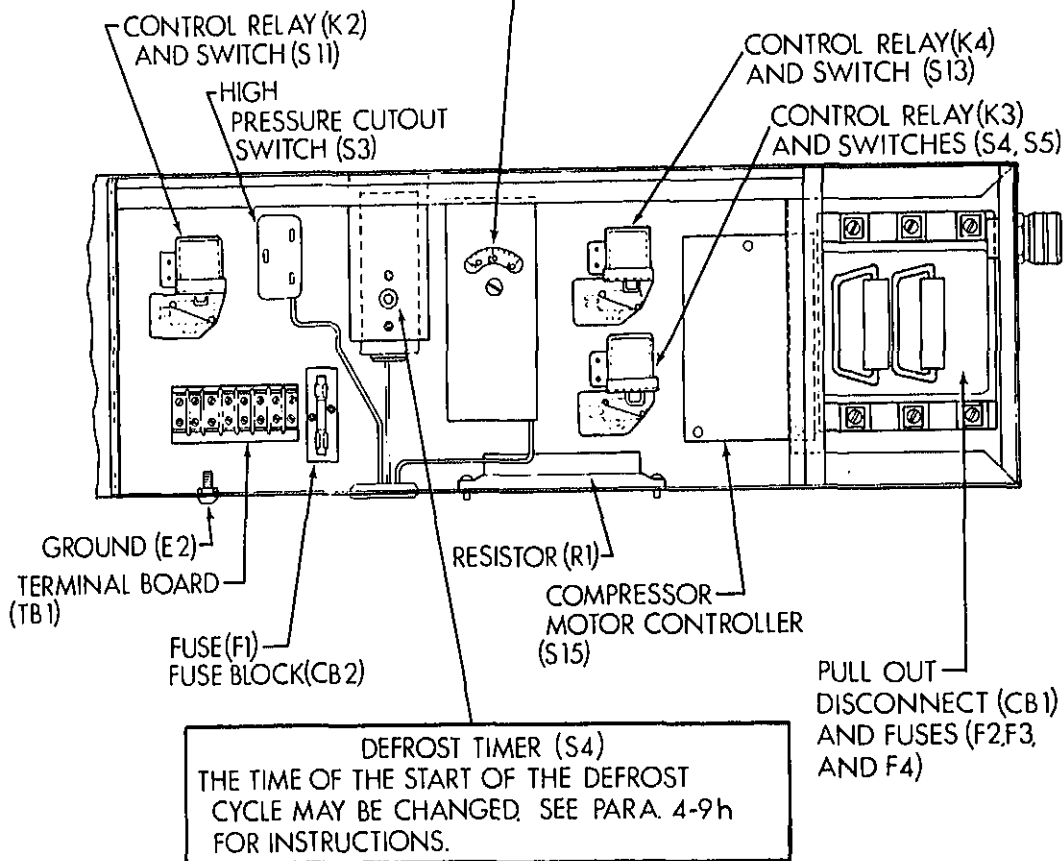
f. Compressor VALVE, SUCTION SERVICE must be backseated and cracked. Remove the protective cap and using a refrigerant valve wrench or other suitable wrench turn the stem fully counterclockwise to "backseat" and then turn clockwise one turn to "crack." Screw the protective cap in place. Tag the valve "THIS VALVE IS BACKSEATED AND CRACKED."

g. Compressor VALVE, DISCHARGE SERVICE must be backseated and cracked. Remove the protective cap and using a refrigerant valve wrench or other suitable wrench turn the stem fully counterclockwise to "backseat" and then turn clockwise one turn to "crack." Screw the protective cap in place. Tag the valve "THIS VALVE IS BACKSEATED AND CRACKED."

h. Open the control panel by removing the two screws at the top of the control panel. (see figures 4-2 and 4-3 for internal component location.)

- Set the thermostat to the desired temperature.
- The time that the 45 minute defrost cycle starts can be changed on the F10000R-6 by observing when the defrost cycle starts and rotating the shaft to a more desirable time. One full 360° rotation is equal to a 24 hour period. The defrost timer on the F10000RG-2 is not adjustable.
- Check components for loose wires or any obvious shipping damage.

**FLAT TIP SCREW DRIVER ADJUST  
(SET) THERMOSTAT TO ANY  
DESIRED TEMPERATURE FROM  
-10°F(-12°C) TO +50°F(+10°C)**



TS-4110-234-14/4-2

Figure 4-2. Control Panel Internal Components F1000R-6

Belt Adjustment.

**CAUTION**

1. On Model F1000R-6 the fan drive belt was slackened for shipment. Do not operate the unit before adjusting the belt.

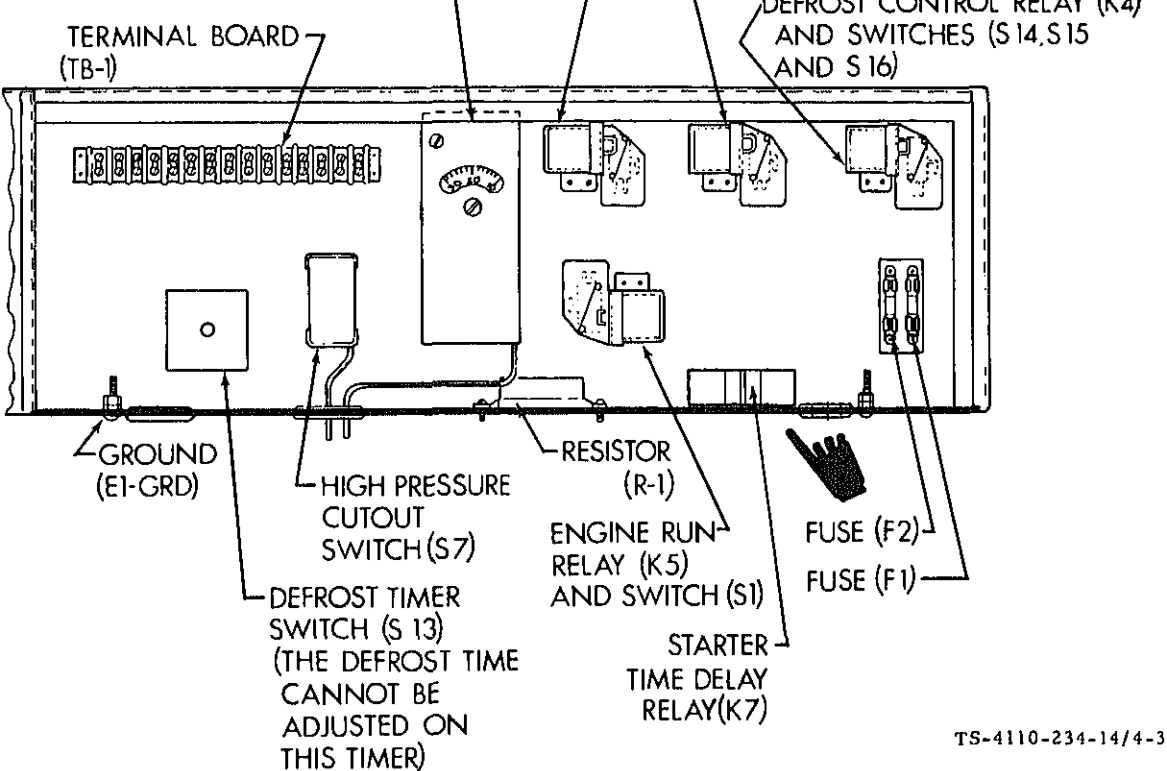


Figure 4-3. Control Panel Internal Components F10000RG-2

**CAUTION**

Do not permit the motor to twist or cock on its mount. Uneven belt wear and bearing damage will result.

**Model F10000RG-2 Compressor and Fan Belts.**

(a) Compressor Drive Belt. Open the left side and front access doors. Loosen the four gasoline engine mounting bolts. There is an access slot on the lower left front of the cabinet for the front bolts. Open the right access door. Use a 1/2" x 3/4" socket and socket wrench with an extension and turn the engine mount adjusting screws located on the right side of the compressor mount to move the engine thus taking up belt slack. Proper tension is a deflection of 1/2" (1.3 cm) midway between pulleys. Tighten the four engine mounting bolts. Close and latch the doors.

**CAUTION**

Both adjusting screws must be moved the same amount. Do not permit the engine to twist or cock on its mount. Uneven belt wear and bearing damage will result.

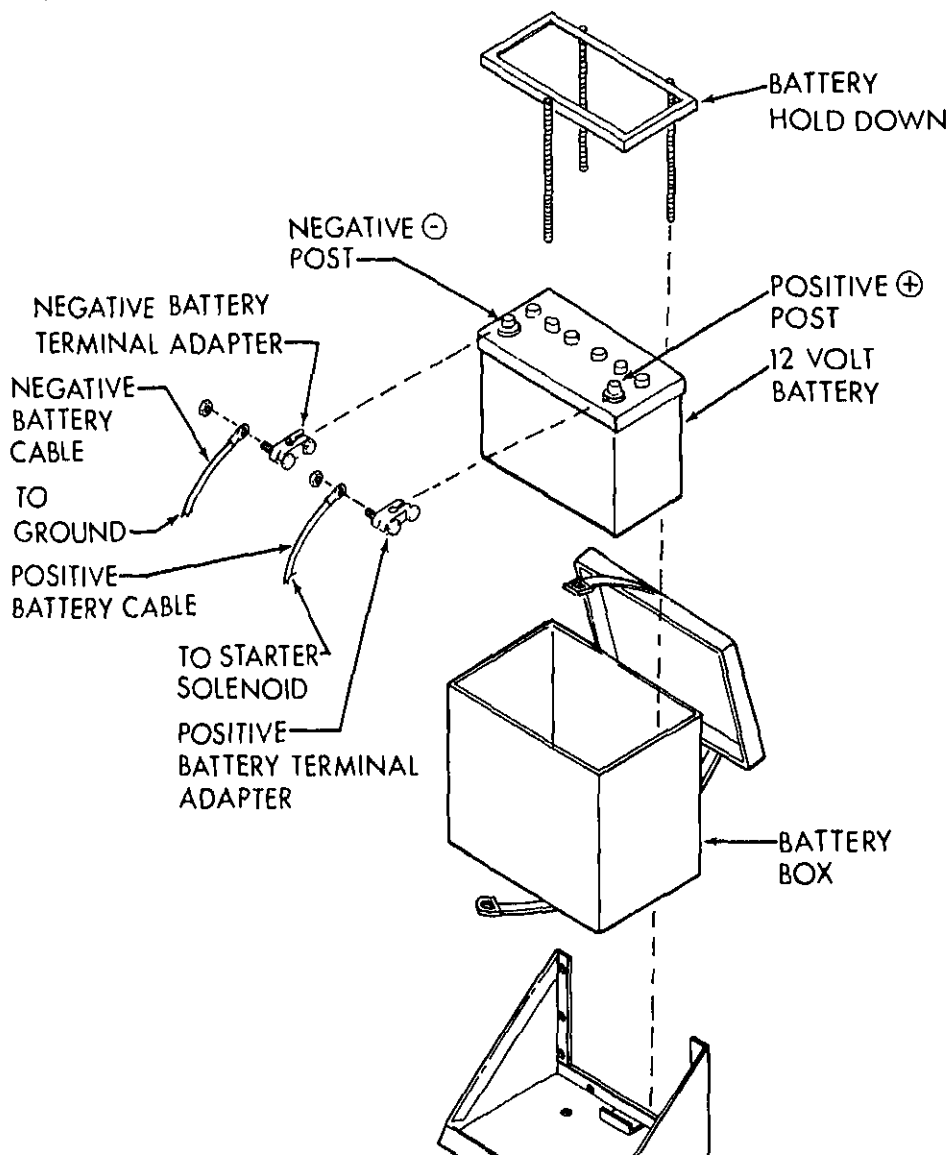
(b) Fan Drive Belt (fig. 2-6). The idler pulley assembly is used to adjust belt tension. It is accessible through the front access door.

k. Electrical power connections.

(1) Battery connection F10000RG-2 only. (See figure 4-2).

**WARNING**

DO NOT SMOKE while servicing batteries. Lead acid batteries give off highly explosive hydrogen gas which can be ignited by flame, electrical arcing or by smoking. Verify battery polarity before connecting battery cables. Connect negative cable last.



- Remove the electrolyte pack from the shipping container and fill the battery.

1. Using thumb, push in small, perforated tab at dot on top of electrolyte pack. Tear up large tab indicated on pack. Pull out dispensing hose.



POISON

CAUSES SEVERE BURNS

ELECTROLYTE (ACID)  
BATTERY FLUID

CONTAINS SULFURIC ACID

AVOID CONTACT WITH SKIN, EYES, OR CLOTHING.

TO PREVENT ACCIDENTS, NEUTRALIZE EXCESS ACID WITH BAKING SODA AND  
RINSE EMPTY CONTAINER WITH WATER.

ANTIDOTE:

EXTERNAL—FLUSH WITH WATER.

INTERNAL—DRINK LARGE QUANTITIES OF WATER OR MILK. FOLLOW WITH MILK OF  
MAGNESIA, BEATEN EGGS, OR VEGETABLE OIL. CALL PHYSICIAN  
IMMEDIATELY.

EYES—FLUSH WITH WATER FOR 15 MINUTES AND GET PROMPT MEDICAL  
ATTENTION.

KEEP OUT OF REACH OF CHILDREN.

2. With clamp open, hold hose upright above pack and squeeze hose forcing all acid back in  
hose clamp and then cut off tip of hose.

3. Remove hose from all cells. Insert end of hose into each cell. Control flow by pinching



The specific gravity of the electrolyte, corrected to 80°F (26.7°C), of any cell is below 1.250 after the 30 minute stand. The battery is going into service at temperatures below 0°F (-17.8°C).

8. If either of the two conditions exist, the battery should be charged constant current at the 20-hour rate until specific gravity becomes constant for three consecutive 30-minute readings. Constant potential may be used if battery electrolyte temperature is maintained below 130°F (54.7°C) by interrupted charging or by lowering the charging voltage, and the final charging current is equal to the 20 hour rate. If the specific gravity of battery, temperature corrected, exceeds 1.290 it should be adjusted to  $1.280 \pm 0.010$ . After a short period of service (10 to 14 days) the specific gravity should be checked and if the battery is less than a 3/4 charged it should be charged as indicated in the above instructions.

9. Check the electrolyte levels frequently. Add distilled or drinking water as required to maintain the proper level.

10. Keep the top and sides of the battery clean and dry. Make sure the vent filler plugs are clean. When cleaning is required wash with water.

11. Battery should be charged once a month and kept in cool, dry storage when not in use.

12. Before disposing of empty electrolyte container, neutralize excess acid with baking soda and rinse container with water.

13. Legibly stamp or brand the date (month and year) on the battery container adjacent to the negative post. The date should be preceded by the letter "S" (example: S-5-80).

If the battery was removed from the unit it should now be reinstalled. (See fig. 4-4)

Be sure the REFRIGERATOR ON-OFF toggle switch is in the off position.

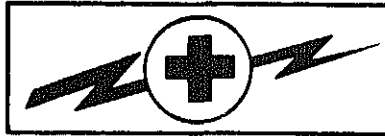
Connect the positive battery cable to the positive terminal adapter. Be sure this is done prior to connecting the negative cable.

Connect the negative battery cable to the negative terminal adapter.

(2) Power cable connection for F1000R-6 only.

- The power cable is not supplied with the unit.
- Use type S or SO heavy duty portable cord with four conductors of AWG number 10 wires and of overall jacket diameter not exceeding 0.745 inch (1.9 cm).
- Determine the length and type of connections required to connect to the power source.
- The power source must be 208 volt, three phase, 60 hertz, 4 wire ac electric power.
- The connection at the power source must be equipped with a positive shut off or disconnect so that power can be shut off for safe maintenance of the refrigerator.
- See wiring diagram figure 4-5 for correct phase and ground relationship.

## WARNING



HIGH VOLTAGE

is used in the operation of this equipment

DEATH ON CONTACT

may result if personnel fail to observe safety precautions.

ever work on electrical equipment unless there is another person nearby who is familiar with the operation and hazards of the equipment and who is competent in administering first aid. When the technician is aided by other operators, he must warn them about dangerous areas.

Whenever possible, the input power supply to the equipment must be shut off before beginning work on the equipment. Take particular care to ground every capacitor likely to hold a dangerous potential. When working inside the equipment, after the power has been turned off, always ground every part before touching it.

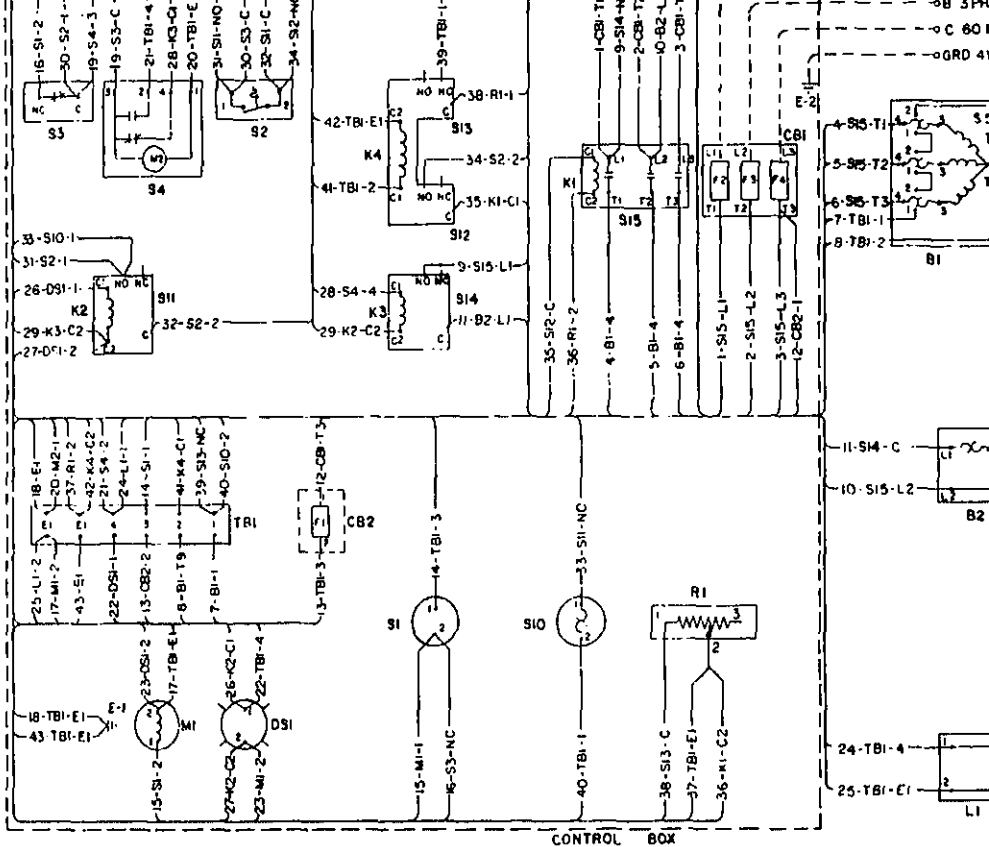
Be careful not to contact high-voltage connections of 208 volts ac input when installing or operating the equipment.

Whenever the nature of the operation permits, keep one hand away from the equipment to reduce the hazard of current flowing through vital organs of the body.

Do not operate the equipment without all grilles, guards, louvers, and covers in place and tightly secured.

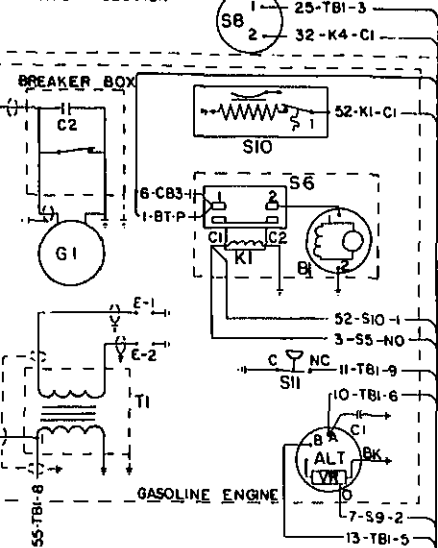
**Warning: Do not be misled by the term "low voltage." Potentials as low as 50 volts may cause death under adverse conditions.**

- Pull enough cable through the seal grip to reach the E<sup>2</sup> ground post.
- Tighten the knurled nut on the seal grip.
- Strip cable jacket back to within 1/4 inch (.64 cm) of the inside of the seal grip.
- Install a terminal lug on the ground wire and connect the ground wire to the ground post.
- Cut the remaining three wires to length, strip ends and install in the screw connection on the CB1 pull-out disconnect (See wiring diagram figure 4-5 for correct phase relationship).
- The pull-out disconnect should be rotated to the on position.

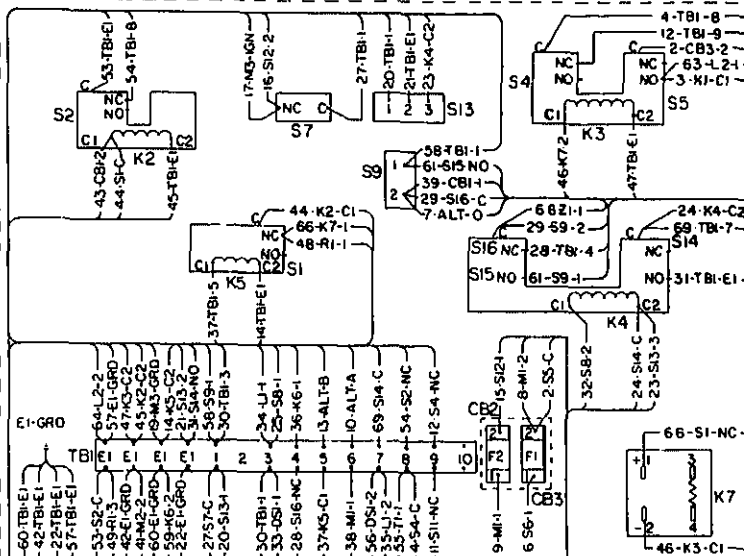


LEGEND			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
B1	COMPRESSOR MOTOR	S2	THERMOSTAT
B2	FAN ELECTRIC MOTOR	S3	SWITCH, HIGH PRESSURE
CBI	PULL-OUT DISCONNECT	S4	SWITCH, DEFROST
CB2	FUSE BLOCK	S5	SWITCH, THERMAL OVERLOAD
B1	PILOT LIGHT	S6	SWITCH, MOTOR OVERLOAD
F1	FUSE 6 AMP	S7, S8, S9	SWITCH, HIGH CURRENT OVERLOAD
F2, 3, 4	FUSE 60 AMP	S10	SWITCH, RESET OVERLOAD (B1)
K1	CONTROLLER ( B1 )	S11	THERMOSTAT BYPASS
K2, 3	RELAY, CONTROL	S12	COMPRESSOR CONTROLLER
K4	RELAY, CONTROL	S13	COMPRESSOR OVERLOAD
L1	VALVE, SOLENOID, DEFROST	S14	FAN DEFROST CYCLE
M1	HOURMETER	S15	COMPRESSOR MOTOR CONTROLLER
M2	TIMER, DEFROST	E-1	GROUND, FRAME
R1	RESISTOR, 50 OHM, 50 WATT	E-2	GROUND, FRAME
S1	SWITCH, SELECTOR	TBI	TERMINAL BOARD

EVAPORATOR SECTION



CONDENSER SECTION



CONTROL BOX

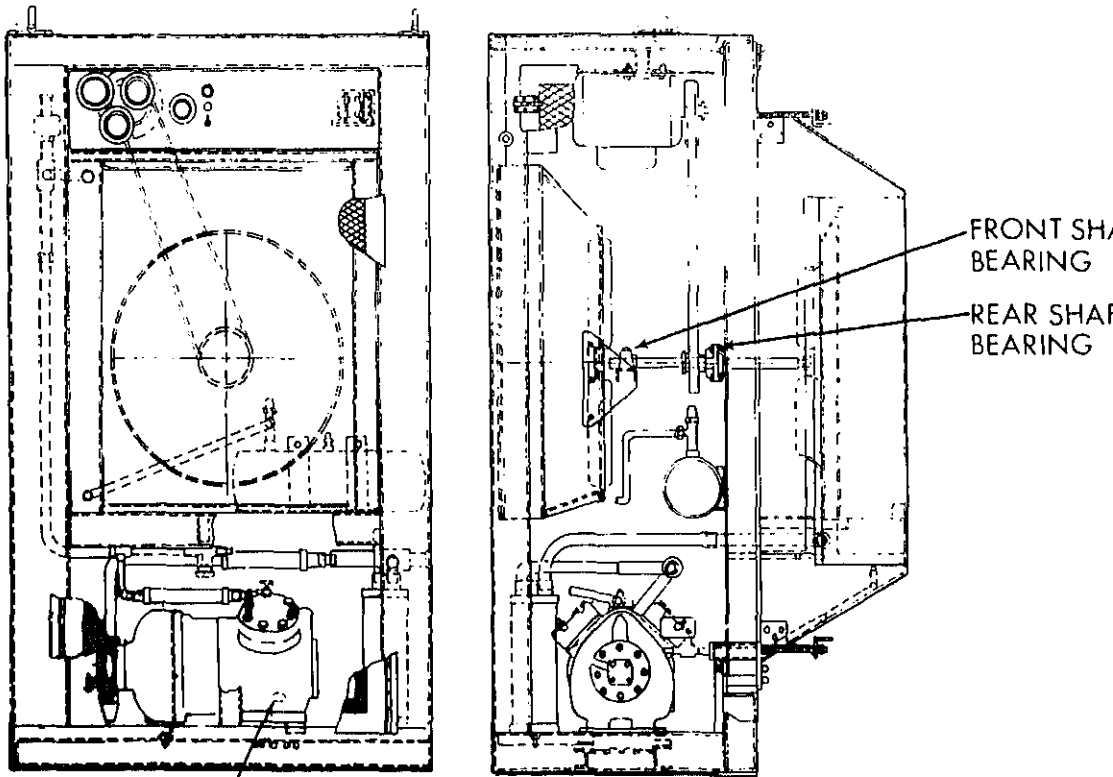
LEGEND		LEGEND	
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
ALT	ALTERNATOR	M3	METER FUEL
B1	MOTOR STARTING 12 VOLT	R1	RESISTOR STARTING UNIT
BT	BATTERY 12 VOLT	R2	SENDER FUEL LEVEL
C1	CAPACITOR ALTERNATOR	S1	SWITCH STARTER MOTOR TERMINATION
C2	CAPACITOR MAGNETO	S2	SWITCH IGNITION
CB1	OVERLOAD STARTER OVERCRANK	S4	SWITCH OIL FAILURE BYPASS
CB2	FUSE BLOCK	S5	SWITCH STARTER SOLENOID
DS1	INDICATOR DEFROST	S6	STARTER SOLENOID
E-1-2	SPARK PLUG	S7	SWITCH HIGH PRESSURE SAFETY
F1	FUSE 30 AMP	S8	THERMOSTAT DEFROST TERMINATION
F2	FUSE 15 AMP	S9	THERMOSTAT ROOM TEMPERATURE
G1	MAGNETO	S10	THERMOSTAT SMOKE CHOK
K1	RELAY STARTER SOLENOID	S11	SWITCH ENGINE OIL PRESSURE
K2	RELAY IGNITION	S12	SWITCH SELECTOR
K3	RELAY STARTER CONTROL	S13	SWITCH DEFROST TIMER
K4	RELAY DEFROST CONTROL	S14	DEFROST TERMINATION
K5	RELAY ENGINE RUN	S15	THERMOSTAT BY PASS
K6	COB CLUTCH	S16	CLUTCH RELAY
K7	RELAY STARTER TIME DELAY	TB1	TERMINAL BOARD
L1	VALVE SOLENOID HOT GAS BYPASS	T1	TRANSFORMER HIGH VOLTAGE
L2	VALVE SOLENOID HOT GAS COMP BYPASS	E1-GRD	GROUND FRAME
M1	AMMETER	Z1	BIAMP FUEL

General .....	Para. 4-10
Front and Rear Shaft Bearings .....	4-11
Idler Pulley F10000RG-2 Only .....	4-12

Compressor .....	
Engine F10000RG-2 Only .....	

4-10. GENERAL

- a. Care of Lubricants. Keep lubricants in closed containers and stored in a clean, dry place away from external heat. Allow no dust, dirt or other foreign material to mix with lubricants. Keep all lubrication equipment clean and ready for use.
- b. Keep all parts not requiring lubrication clean and free of lubricants. Wipe all lubrication points free of oil and grease. Clean all lubrication points after lubrication to prevent accumulation of dirt.
- c. Be sure the REFRIGERATOR ON-OFF toggle switch is in the off position before lubricating internal parts.
- d. See figure 4-7 for F10000R-6 lubrication points and figure 4-8 for F10000RG-2 lubrication points.



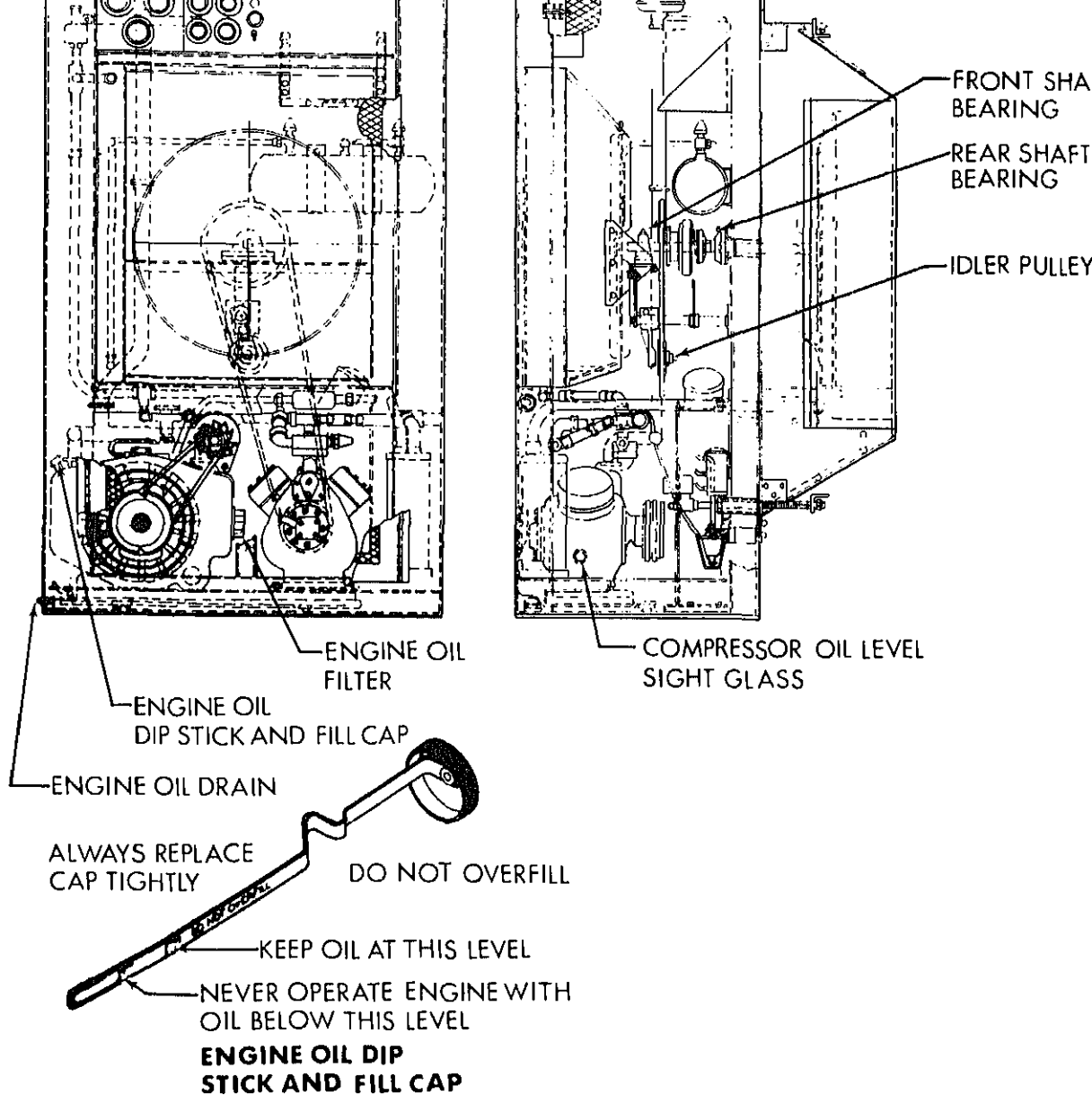


Figure 4-8. Lubrication Points F10000RG-2

General ...  
Front and Rear  
Idler Pulley

#### 4-14. ENGINE F10000RG-2 ONLY

##### 4-10. GEI

- Care ...  
external he ...  
clean and i
- Keep ...  
and grease
- Be su
- See fi

- The engine oil level is to be checked every eight hours (see para 4-13).
- The engine oil is to be changed every 100 hours. Drain oil while engine is ...
- The engine oil filter should be replaced at each oil change. Remove and ...  
filter by turning counterclockwise, using a filter wrench. When installing the filter ...  
engine oil. Screw the filter in until the gasket touches the base and then tighten ...  
Install the air seal on the outside of the filter to prevent air loss from the cooling ...

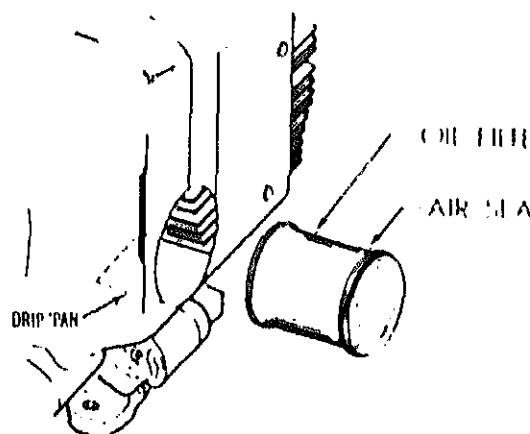
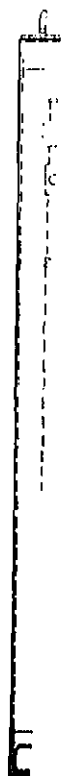


Figure 4-9. Oil Filter F10000RG-2

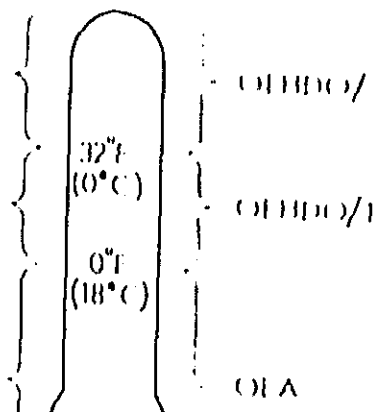
- Use 4 quarts of oil when the filter is changed and 3 1/2 quarts if the filter is ...  
Use oil with MIL-L-2104 designation OEHDO only.



ABOVE 32°F USE  
**SAE 30**

0°F TO 32°F (-18°C TO 0°C) USE  
**SAE 10**  
OR  
**SAE 5W 30**

BELOW 0°F (-18°C) USE  
**SAE 5W 30**



Systematic, periodic, preventive maintenance checks and services (PMCS) are essential to ensure a refrigerator is ready for operation at all times. The purpose of a preventive maintenance program is to discover and correct defects and deficiencies before they can cause serious damage or complete failure of equipment. Any effective preventive maintenance program must begin with the indoctrination of operators to report all unusual conditions noted during daily checks or actual operation to organizational maintenance personnel. Defects and deficiencies discovered during maintenance inspections must be recorded, together with corrective action taken, on DA Form 2404 (Equipment Inspection and Maintenance Worksheet).

b. A schedule for organizational preventive maintenance inspection and service should be established immediately after installation of the refrigerator. A quarterly interval, equal to three calendar months or 720 hours of operation, whichever occurs first, is recommended for usual operating conditions. When operating under unusual conditions, such as a very dusty or sandy environment, it may be necessary to reduce the interval to monthly or even less if conditions are extreme.

c. Table 4-1 lists the organizational preventive maintenance checks and services that should be performed at quarterly (or otherwise established) intervals. Figure 4-11 shows the location of PMCS items. The PMCS items in the table have been arranged and numbered in a logical sequence to provide for greater personnel efficiency and least amount of required maintenance downtime. The "Para Ref" column on the right side of the table provides the paragraph number where detailed, step-by-step disassembly/reassembly maintenance procedures may be found.

d. Be sure the REFRIGERATOR ON-OFF switch is in the off position. Read and observe all WARNINGS printed in the front of this manual.



#### 4-14. ENGINE F10000RG-2 ONLY

- The engine oil level is to be checked every eight hours (see para. 3-2).
- The engine oil is to be changed every 100 hours. Drain oil while engine is still warm.
- The engine oil filter should be replaced at each oil change. Remove and retain the air seal. filter by turning counterclockwise, using a filter wrench. When installing the filter first lubricate the engine oil. Screw the filter in until the gasket touches the base and then tighten 1/2 turn; do not Install the air seal on the outside of the filter to prevent air loss from the cooling shroud.

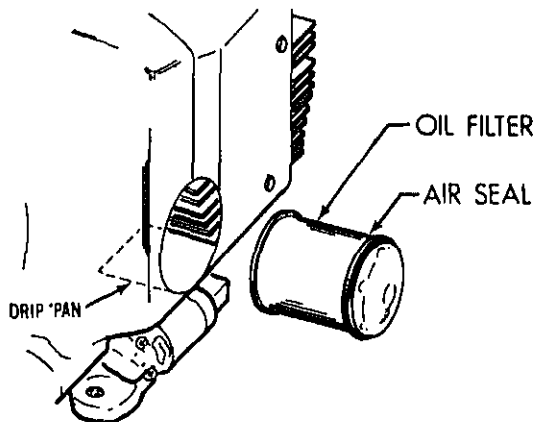
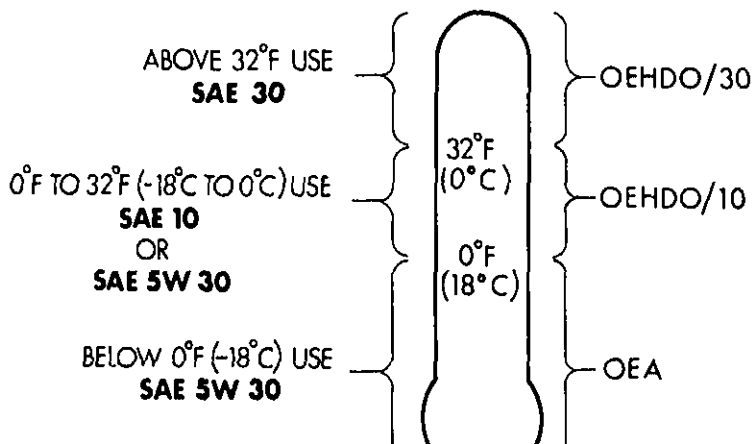


Figure 4-9. Oil Filter F10000RG-2

- Use 4 quarts of oil when the filter is changed and 3-1/2 quarts if the filter is not changed. Do Use oil with MIL-L-2104 designation OEHDO only.

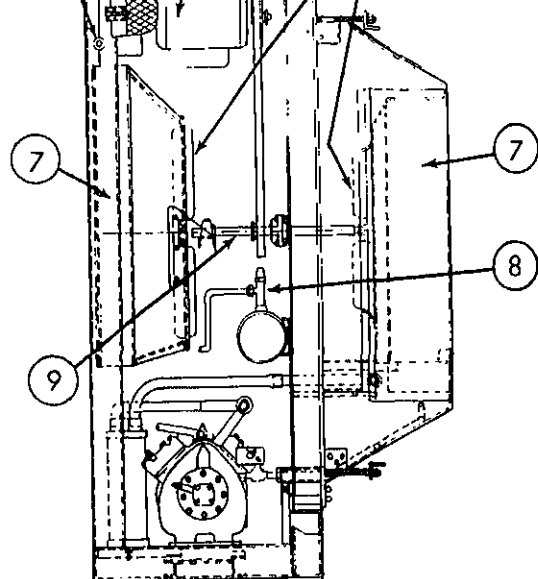
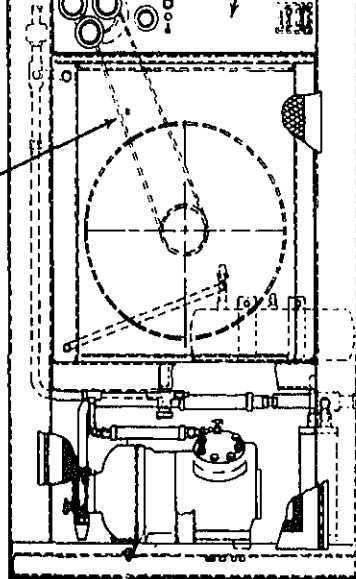


refrigerator is ready for operation at all times. The purpose of a preventive maintenance program is to discover and correct defects and deficiencies before they can cause serious damage or complete failure of the equipment. Any effective preventive maintenance program must begin with the indoctrination of operators to report all unusual conditions noted during daily checks or actual operation to organizational maintenance personnel. Defects and deficiencies discovered during maintenance inspections must be recorded, together with the corrective action taken, on DA Form 2404 (Equipment Inspection and Maintenance Worksheet).

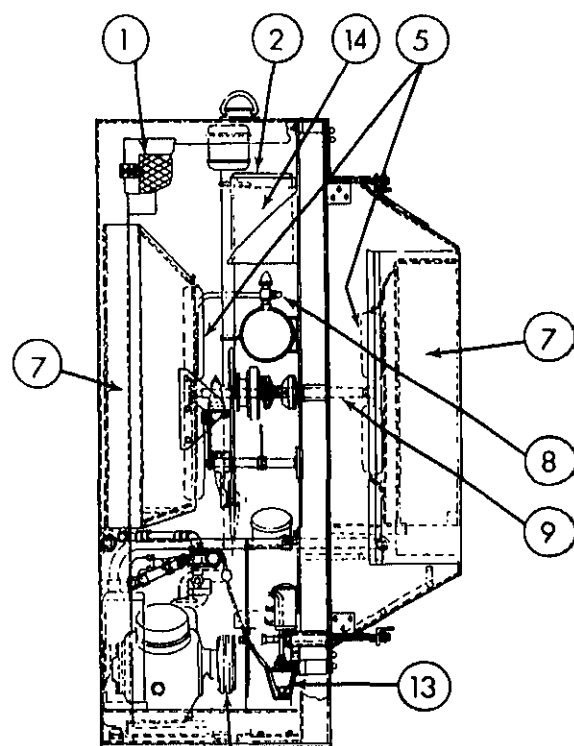
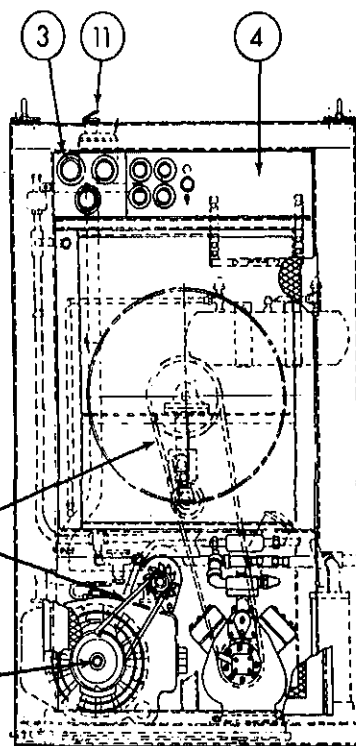
A schedule for organizational preventive maintenance inspection and service should be established immediately after installation of the refrigerator. A quarterly interval, equal to three calendar months or 900 hours of operation, whichever occurs first, is recommended for usual operating conditions. When operating under unusual conditions, such as a very dusty or sandy environment, it may be necessary to reduce the interval to monthly or even less if conditions are extreme.

Table 4-1 lists the organizational preventive maintenance checks and services that should be performed at quarterly (or otherwise established) intervals. Figure 4-11 shows the location of PMCS items. The items in the table have been arranged and numbered in a logical sequence to provide for greater personnel efficiency and least amount of required maintenance downtime. The "Para Ref" column on the right side of the table provides the paragraph number where detailed, step-by-step disassembly/reassembly maintenance procedures may be found.

**Be sure the REFRIGERATOR ON-OFF switch is in the off position. Read and observe all WARNINGS listed in the front of this manual.**



**F10000 R-6**



Wires and Cables

Check for cuts, cracks, exposed copper conductors, abrasions, and loose connections. Repair or replace damaged wires and tighten loose connections (see wiring diagrams 4-5 and 4-6).

Instrument Panel

- a. Check for obvious damage, loose gage connections and loose mountings.
- b. Turn unit on and check gages and light for proper operation. Should malfunction be noted see Troubleshooting Chart and repair or report to higher maintenance level as indicated.

Turn unit off and disconnect power.

Control Panel Internal Components (See figures 4-2 and 4-3)

- a. Check for physical damage, corrosion and signs of overheating. Clean, repair or replace as indicated.
- b. Check thermostat for proper setting.
- c. Check connections and mountings. Tighten or replace as indicated.

Condenser and Evaporator Fans

- a. Check for accumulated dirt. Clean if necessary.
- b. Check for obvious damage, loose rivets and attachment to hub. Replace if loose rivets, hub attachment or fan is damaged.
- c. Check attachment to shaft. Tighten set screws if they are loose.
- d. Check for evidence of rubbing. Align fan shaft if rubbing is indicated.

Drive Belts

Check for loose, damaged or missing belts. Adjust tension or replace belts as indicated. If belt is beginning to wear check component alignment.

Condenser and Evaporator Coils

- a. Check for dirt or any blockage of fins that would interfere with air flow. Clean or report any damage to direct support as indicated.

Refrigeration System

- a. Check to see that valves are properly set.
- b. Check for signs of obvious leakage, damage or defective parts. Report any problems to direct support.

Fan Drive Shaft

- a. Check fan drive shaft and related components for loose hardware, general condition and alignment. Repair or replace parts as indicated.

10.	Electric Motor (F10000R-6)	<ul style="list-style-type: none"> <li>a. Check attaching hardware and general condition.</li> <li>b. Check lateral end play of shaft. If there is excessive end play notify direct support.</li> </ul>
11.	Exhaust System (F10000RG-2)	<ul style="list-style-type: none"> <li>a. Inspect for holes, cracks and loose connections or mounting. Repair or replace as indicated.</li> <li>b. Check to see that rain cap is in place and in good condition.</li> </ul>
12.	Gasoline Engine (F10000RG-2)	<ul style="list-style-type: none"> <li>a. Turn unit on and check the following:               <ul style="list-style-type: none"> <li>1. Check for excessive vibration.</li> <li>2. Observe ammeter and oil pressure gage for proper readings.</li> </ul> </li> <li>b. Turn engine off.               <ul style="list-style-type: none"> <li>1. <i>If excessive vibration was noted in 12a above check engine mounts and attaching hardware. Tighten or replace as indicated.</i></li> </ul> </li> <li>c. <i>See paragraph 4-14 for lubrication instructions.</i></li> <li>d. Check for oil leaks. Repair as indicated.</li> <li>e. Replace air cleaner element.</li> <li>f. Compression check.</li> <li>g. Check, clean and reset spark plugs. Replace spark plugs that show signs of fouling or electrode wear.</li> <li>h. Check and clean cooling fins. Remove all dust, dirt and oil.</li> <li>i. <i>Clean and lubricate governor linkages. Do not lubricate plastic joints.</i></li> <li>j. Inspect carburetor for general condition. Clean and adjust as indicated.</li> <li>k. Inspect spark plug leads for obvious damage, breaks in insulation and tight connections. Replace if defective.</li> <li>l. Inspect breaker points for corrosion. Check gap and clean and adjust as indicated.</li> </ul>
13.	Fuel System (F10000RG-2)	<ul style="list-style-type: none"> <li>a. Inspect for leaks. Repair or replace parts as indicated.</li> <li>b. Check sediment bowl on fuel filter. Clean the filter and glass bowl if any dirt accumulation is visible.</li> </ul>
14.	Battery (F10000RG-2)	<ul style="list-style-type: none"> <li>a. Test each cell. Charge or replace battery if indicated.</li> <li>b. Clean battery terminals and make sure all connections are tight.</li> </ul>

bles which may develop in the refrigeration unit. Each malfunction for an individual component, unit or system is followed by a list of tests or inspections which will help you to determine corrective actions to take. You should perform the tests/inspections and corrective actions in the order listed.

This manual cannot list all malfunctions that may occur, nor all tests or inspections and corrective actions. If a malfunction is not listed, or is not corrected by listed corrective actions, notify your supervisor.

Tables 4-2 and 4-3 list the common malfunctions which you may find during the operation or maintenance of the refrigeration unit or its components. You should perform the tests/inspections and corrective actions in the order listed. Remember that Table 4-2 covers Model F10000R-6 and Table 4-3 covers Model F10000R-6.

### NOTE

Before you use this Table, be sure you have performed all applicable operating checks.

**Table 4-2. MODEL F10000R-6 TROUBLESHOOTING**

Malfunction

Test or Inspection

Corrective Action

#### REFRIGERATOR DOES NOT START

- Step 1.** Check to be sure main power cable is connected and that power is on.  
Connect power cable and turn power on.
- Step 2.** Check to be sure that pull out disconnect is rotated to the on position.  
Pull the disconnect out, rotate it to the on position and plug back in place.
- Step 3.** Check to see that refrigerator switch is in the ON position.  
Turn switch to ON.

### WARNING

Disconnect power from the refrigeration unit before doing maintenance work on the electrical system. The voltage used can be dangerous to life.

- Step 4.** Make sure that power supplied is compatible with unit's 4-wire, 208 V, three phase, 60 Hz requirement.  
Check each wire of supply line with voltmeter per wiring diagram provided in figure 4-1.
- Step 5.** Check to see if COMPRESSOR OVERLOAD circuit breaker is tripped.  
Reset (push in) circuit breaker. If circuit breaker continues to trip or will not reset on compressor and compressor circuit.
- Step 6.** Inspect main power cable connections for defects.

Tighten all loose connections.

- Step 8.* Check continuity of fuses F2, F3 and F4.  
Replace bad fuses. See paragraph 4-38.
- Step 9.* Check for defective compressor.  
Report to direct support maintenance.

## 2. INSUFFICIENT COOLING

- Step 1.* Check for closed receiver valves.  
Open receiver valves.
- Step 2.* Check evaporator air intake and outlet screens to make sure they are not obstructed.  
Remove obstruction.
- Step 3.* Test evaporator fan for defects. See paragraph 4-41.  
Replace defective fan.
- Step 4.* Check evaporator and condenser coil for dirt or any obstruction that would block air flow.  
Clean coils.
- Step 5.* Check thermostat for defects.  
Replace defective thermostat.
- Step 6.* With unit operating in cooling cycle check the refrigerant sight glass.  
If center indicator is pink or if numerous bubbles appear contact direct support maintenance.
- Step 7.* Check for clogged filter-drier. Feel filter-drier for temperature difference. Discharge end will feel cooler than input end if clogged, or may be sweaty or frosty.  
Report to direct support maintenance.
- Step 8.* Check whether compressor is operating. Report problems to direct support maintenance.

## 3. EXCESSIVELY NOISY OPERATION

- Step 1.* Check for low oil level in compressor. Oil not visible in compressor crankcase sight glass.  
Report to direct support maintenance.
- Step 2.* Check for defective compressor.  
Report to direct support maintenance.
- Step 3.* Check evaporator fan for looseness, vibration or interference. See paragraph 4-41.  
Tighten setscrews. Look for bent or broken blades that would cause an out-of-balance condition. Replace defective fan as necessary.
- Step 4.* Check condenser fan for looseness, vibration or interference. See paragraph 4-42.  
Tighten setscrews. Look for bent or broken blades that would cause an out-of-balance condition. Replace defective fan as necessary.
- Step 5.* Check if drive belt is loose or broken.  
Adjust or replace (para 4-43).
- Step 6.* Check for loose mounting hardware.  
Tighten as needed.

## 4. EVAPORATOR AIR OUTPUT VOLUME INSUFFICIENT

## WARNING

Disconnect power from the refrigeration unit before doing maintenance work on internal parts. The voltage used can be dangerous to life.

- Step 2.* Evaporator fan loose, binding or damaged.  
Tighten setscrews or relieve binding as necessary. Replace damaged fan.
- Step 3.* Drive belt is loose or broken.  
Adjust or replace (para 4-43).
- Step 4.* Check evaporator coil for dirt.  
Clean the coil.
- Step 5.* Check evaporator coil for iced-up condition. If icing is found, it will usually indicate a load or that the thermostat is set too low or that the air flow is blocked.

## CAUTION

Do not use steam, open flame, heat gun or any other high-temperature heat source to thaw an iced coil. Thaw an iced coil with a lamp bulb (75-watt maximum), hair drier, electric heater or by leaving the unit shut down until ice melts.

### 5. COMPRESSOR FAILS TO OPERATE

- Step 1.* Make sure refrigerator switch is set to ON.  
Place switch in ON position.
- Step 2.* Check if thermostat is not set at low enough temperature.  
Adjust thermostat (fig. 4-2).
- Step 3.* Check for loose connections in wiring.  
Tighten loose connections.
- Step 4.* Inspect compressor motor controller for breaks, cracks, corrosion, rust and loose connections. Also check continuity after removing controller.  
Replace defective controller (para 4-39).
- Step 5.* Check for defective compressor.  
Report to direct support maintenance.

### 6. UNIT RUNS CONTINUOUSLY

- Step 1.* Check for defective electric motor.  
Adjust or replace (para 4-76).
- Step 2.* Check whether fans are operating.  
Adjust drive belt or replace (4-43).
- Step 3.* Check for defective relay.  
Replace relay (para 4-33).
- Step 4.* Check whether compressor service valves are stuck open or leaking.  
Report to direct support maintenance.
- Step 5.* With unit operating in cooling cycle check the refrigerant sight glass



## CORRECTIVE ACTION

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- Step 6.* Check for defective expansion valve.  
Report to direct support maintenance.
- Step 7.* Check if thermostat set too low.  
Reset thermostat (fig. 4-2).
- Step 8.* Check for excessive leakage of cooled air from enclosure.  
Keep enclosure closed. Check gaskets.

### 7. UNIT WILL NOT DEFROST

- Step 1.* Check if hot gas line shut off valve is closed.  
Open valve.
- Step 2.* Check for defective defrost timer.  
Replace timer (para 4-31).
- Step 3.* Check for broken or leaking refrigerant line.  
Notify direct support maintenance.
- Step 4.* Check for defective defrost relay.  
Repair or replace (para 4-33).
- Step 5.* Possible clogged refrigerant strainer.  
Report to direct support maintenance.

**Table 4-3. MODEL F10000RG-2 TROUBLESHOOTING**

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## MALFUNCTION

### TEST OR INSPECTION

### CORRECTIVE ACTION

---

#### 1. REFRIGERATOR DOES NOT START

- Step 1.* Check to see that refrigerator on-off switch is in on position.
- Step 2.* Check if engine is out of fuel.  
Fill fuel tank with proper fuel.
- Step 3.* Check battery for loose or disconnected cables.  
Tighten or connect cables.
- Step 4.* Check for weak or dead battery.  
Recharge or replace (para 4-71).
- Step 5.* Check to see if OVERCRANKING CIRCUIT BREAKER is tripped.  
Reset (push in) circuit breaker. If circuit breaker continues to trip or will not reset engine or circuit breaker for defects (para 4-25).
- Step 6.* Check gasoline strainer sediment bowl for dirt or visible contaminants.  
Clean strainer.
- Step 7.* Check for blown fuses.

- Step 9.* Check for defective starter relay.  
Replace relay (para 4-33).
- Step 10.* Check for choke out of adjustment.  
Adjust per paragraph 4-63.
- Step 11.* Check for defective magneto ignition.  
Repair or replace (para 4-69).
- Step 12.* Check for defective starter solenoid.  
Replace (para 4-70).
- Step 13.* Check for defective starting motor.  
Replace (para 4-70).
- Step 14.* Check for defective ON-OFF switch.  
Replace (para 4-27).
- Step 15.* Check for defective high pressure cutout switch.  
Replace (para 4-35).
- Step 16.* Check for engine defects.  
Repair or replace defective parts or notify higher level maintenance, as necessary (para 4-59).

## 2. INSUFFICIENT COOLING

- Step 1.* Check for closed receiver valves.  
Open receiver valves.
- Step 2.* Check evaporator air intake and outlet screens to make sure they are not obstructed.  
Remove obstruction.
- Step 3.* Check evaporator fan for defects. See paragraph 4-41.  
Replace defective fan.
- Step 4.* Check evaporator and condenser coil for dirt or any obstruction that would block air flow.  
Clean coils.
- Step 5.* Check thermostat for defects.  
Replace defective thermostat (para 4-36).
- Step 6.* With unit operating in cooling cycle check the refrigerant sight glass.  
If center indicator is pink or if numerous bubbles appear contact direct support maintenance.
- Step 7.* Check whether compressor is operating.  
Report problems to direct support maintenance.
- Step 8.* Check for clogged filter-drier. Feel filter-drier for temperature difference. Discharge end will feel cooler than input end if clogged, or may be sweaty or frosty.  
Report to direct support maintenance.

## 3. EXCESSIVELY NOISY OPERATION

- Step 1.* Check for low oil level in compressor. Oil not visible in compressor crankcase sight glass.  
Report to direct support maintenance.
- Step 2.* Check for defective compressor.  
Report to direct support maintenance.
- Step 3.* Check evaporator fan for looseness, vibration or interference. See para 4-41.  
Tighten setscrews. Look for bent or broken blades that would cause an out-of-balance condition. Replace defective fan as necessary.

## CORRECTIVE ACTION

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- Step 5.* Check if drive belt is loose or broken.  
*Adjust or replace (para 4-44).*
- Step 6.* Check for loose mounting hardware.  
*Tighten as needed.*
- Step 7.* Check engine (see para 4-59).  
*Repair or refer to higher level of maintenance as indicated.*

### 4. EVAPORATOR AIR OUTPUT VOLUME INSUFFICIENT

- Step 1.* Inspect screen for dirt and clogging.  
*Clean or replace screen (para 4-18).*

#### **WARNING**

Disconnect power from the refrigeration unit before doing maintenance work on the internal parts. Moving parts can cause injuries to personnel.

- Step 2.* Evaporator fan loose, binding or damaged.  
*Tighten setscrews or relieve binding as necessary. Replace damaged fan (para 4-44).*
- Step 3.* Drive belt is loose or broken.  
*Adjust or replace (para 4-44).*
- Step 4.* Check evaporator coil for dirt.  
*Clean the coil.*
- Step 5.* Check evaporator coil for iced-up condition. If icing is found, it will usually indicate a load, or that the thermostat is set too low, or that the air flow is blocked.

#### **CAUTION**

Do not use steam, open flame, heat gun or any other high-temperature heat source to thaw an iced coil. Thaw an iced coil with a lamp bulb (75-watt maximum), hair drier, electric fan, or by leaving the unit shut down until ice melts.

### 5. COMPRESSOR FAILS TO OPERATE

- Step 1.* Make sure refrigerator switch is set to ON.  
*Place switch in ON position.*
- Step 2.* Check if thermostat is not set at low enough temperature.  
*Adjust thermostat (fig. 4-3).*
- Step 3.* Check for loose or broken drive belt.  
*Adjust or replace (para 4-45).*

## 6. UNIT RUNS CONTINUOUSLY

- Step 1.* Check for loose compressor drive belt.  
Adjust or replace (para 4-45).
- Step 2.* Check whether fans are operating.  
Adjust drive belt or replace (para 4-44).
- Step 3.* Check for defective relay.  
Replace relay (para 4-33).
- Step 4.* Check whether compressor service valves are stuck open or leaking.  
Report to direct support maintenance.
- Step 5.* With unit operating in cooling cycle check the refrigerant sight glass.  
If center indicator is pink or if numerous bubbles appear, contact direct maintenance.
- Step 6.* Check for defective expansion valve.  
Report to direct support maintenance.
- Step 7.* Check if thermostat set too low.  
Reset thermostat (fig. 4-3).
- Step 8.* Check for excessive leakage of cooled air from enclosure.  
Keep enclosure closed. Check gaskets.

## 7. UNIT WILL NOT DEFROST

- Step 1.* Check if hot gas line shut off valve is closed.  
Open valve.
- Step 2.* Check for defective defrost timer.  
Replace timer (para 4-32).
- Step 3.* Check for broken or leaking refrigerant line.  
Notify direct support maintenance.
- Step 4.* Check for defective defrost relay.  
Repair or replace (para 4-33).
- Step 5.* Possible clogged refrigerant strainer.  
Report to direct support maintenance.

Electrical Wiring	4-19
Instrument Panel	4-20
Hourmeter	4-21
Oil Pressure Gage (Model F10000RG-2 only)	4-22
Ammeter (Model F10000RG-2 only)	4-23
Fuel Level Gage (Model F10000RG-2 only)	4-24
Circuit Breakers	4-25
Defrost in Progress Light	4-26
Refrigerator ON-OFF Switch	4-27
Head Pressure Gage	4-28
Refrigerator Temperature Thermometer	4-29
Suction Pressure Gage	4-30
Defrost Timer (F10000R-6)	4-31
Defrost Timer (F10000RG-2)	4-32
Relays	4-33
Time Delay Relay (F10000RG-2)	4-34
High Pressure Cutout Switch	4-35
Thermostat	4-36
Resistor	4-37
Fuses	4-38
Compressor Motor Controller	4-39
Maintenance of Drive System	4-40
Evaporator Fan	4-41
Condenser Fan	4-42
Fan Drive Belt (F10000R-6)	4-43
Fan Drive Belt (F10000RG-2)	4-44
Compressor Drive Belts (F10000RG-2)	4-45
Idler Pulley Parts (F10000RG-2)	4-46
Pillow Block (Front) Bearing	4-47
Fan Shaft Pulley (F10000R-6)	4-48

Motor Pulley (F10000R-6)	4-
Engine Pulley (F10000RG-2)	4-
Compressor Pulley (F10000RG-2)	4-
Refrigeration Piping and Components	4-
Cleaning of Condenser Coil and Housing	4-
Cleaning of Evaporator Coil and Housing	4-
Defrost Termination Thermostat (F10000RG-2)	4-
Muffler and Engine Exhaust System (F10000RG-2)	4-
Engine (F10000RG-2)	4-
Alternator Belt (F10000RG-2)	4-
Alternator (F10000RG-2)	4-
Air Cleaner (F10000RG-2)	4-
Choke (F10000RG-2)	4-
Carburetor (F10000RG-2)	4-
Governor (F10000RG-2)	4-
Cooling Shroud (F10000RG-2)	4-
Oil Filter (F10000RG-2)	4-
Spark Plug and Leads (F10000RG-2)	4-
Ignition Points (F10000RG-2)	4-
Starter and Starter Solenoid (F10000RG-2)	4-
Battery, Battery Terminal Adapters and Hold Down (F10000RG-2)	4-
Fuel Tank (F10000RG-2)	4-
Fuel Strainer (F10000RG-2)	4-
Fuel Pump (F10000RG-2)	4-
Fuel Hoses (F10000RG-2)	4-
Electric Motor (F10000R-6)	4-
Unit Housing Items	4-

## 4-17. GENERAL

The procedures in this section have been arranged in the order in which the items appear in the organizational (O) maintenance level column on the Maintenance Allocation Chart (MAC) which is provided in Appendix C. Step-by-step procedures have been provided for all actions authorized to be performed in the organizational maintenance in the order in which they appear on the MAC. Actions authorized to be performed by direct and general support maintenance have been duly noted; step-by-step procedures for these actions may be found in Chapters 5 and 6 respectively.

### WARNING

- The panels, doors and screens installed on this unit are there for a purpose.
- Do not operate this unit with them off or open unless the instructions tell you to. When this is necessary do so with care.
- Engine exhausts can burn.
- All electrical connections can shock and sometimes kill.

### CAUTION

The hinges are part of the doors and cannot be removed without damaging either the hinge or the door. Do not attempt removal.

- c. Remove the defective door, center post, or screen, using figure 4-12 as a guide. All panels, doors, and screens are held in place with screws and lockwashers.

### WARNING

Dry cleaning solvent (Fed Spec P-D-680) used to clean parts is potentially dangerous to personnel and property. Do not use near open flame or excessive heat. Flash point of solvent is 100°F to 138°F (38°C to 59°C).

- b. Cleaning. Clean the panels with a cloth dampened with a detergent solution or dry cleaning solvent (Fed Spec P-D-680). Use a soft brush if necessary to dislodge caked on dirt. Dry the items thoroughly.
- c. Inspection/Repair. Inspect panels for breaks, cracks, dents, loose or missing mounting hardware or defects. Refer parts that can be repaired to direct support maintenance. Replace missing mounting hardware and panels damaged beyond repair. Inspect the identification plate riveted to the outside of the lower front panel for legibility and obvious damage. Replace it if you cannot read all of the information shown on the plate.
- d. Reinstall the repaired or new panel using screws and lock washers as shown on figure 4-12. Take care not to strip screw threads in the unit frame.

## 19. ELECTRICAL WIRING (See fig. 4-13, Tables 4-4 and 4-5)

### WARNING

Disconnect power from refrigerator before performing maintenance on electrical components. The voltage used can be lethal.

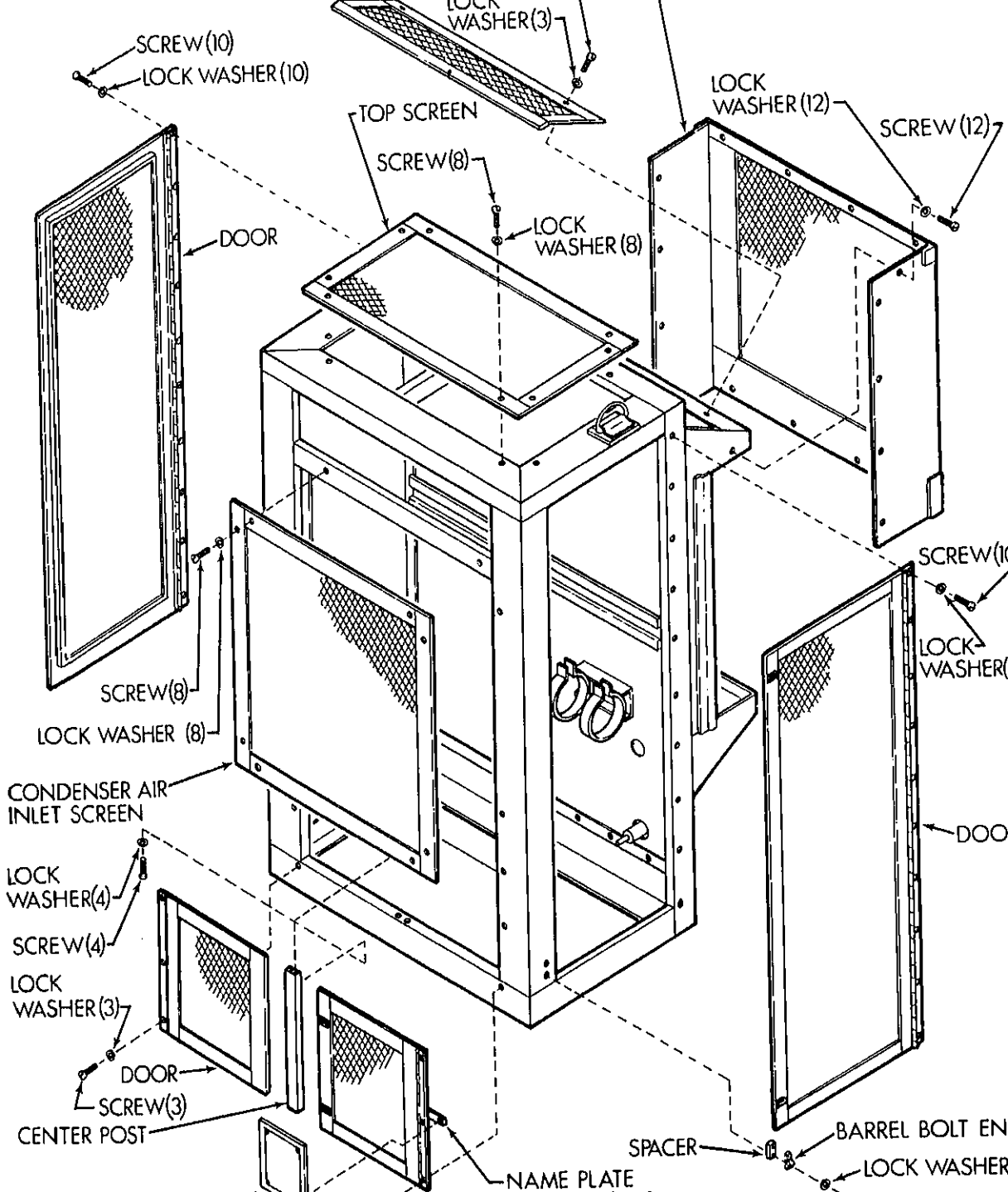
#### a. Access.

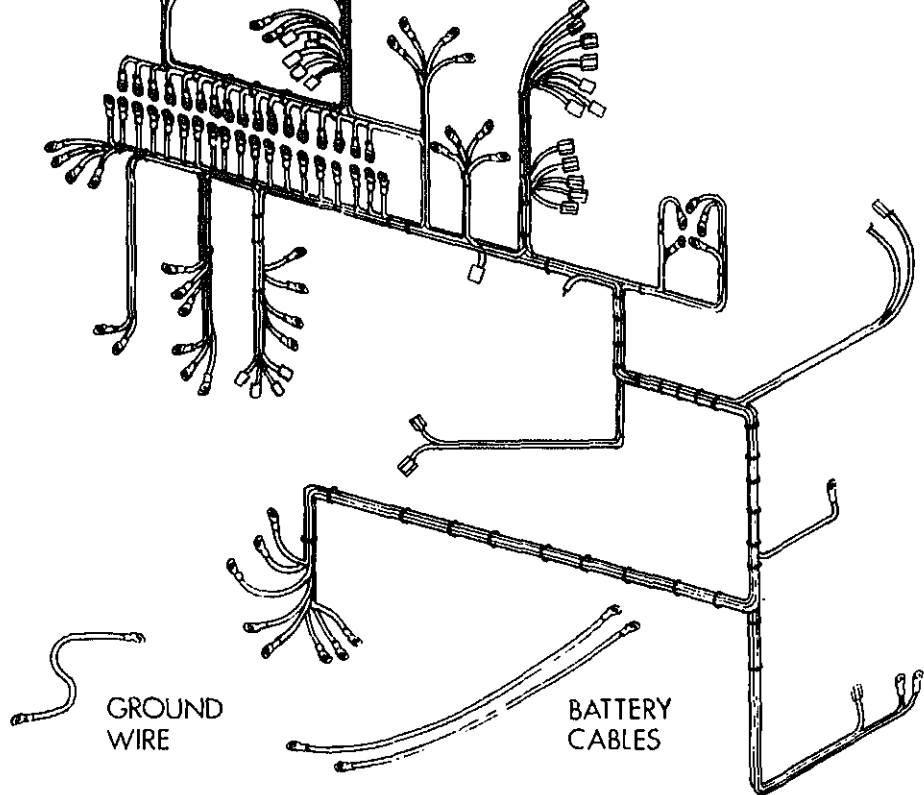
##### (1) Disconnect power.

- Disconnect from the power source on the F10000R-6.
- Disconnect the battery cables from the battery on the F10000RG-2.

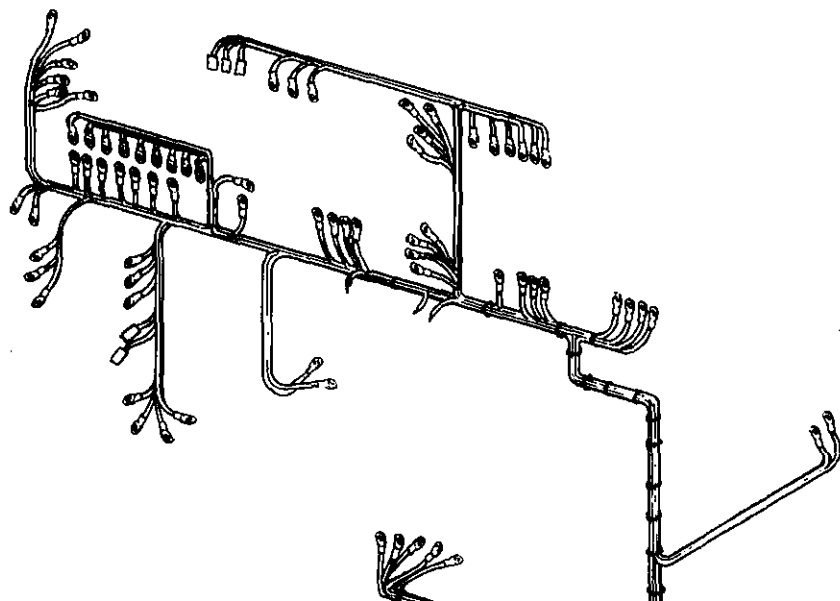
##### (2) Open the control panel door by removing two top screws and opening the hinged panel.

##### (3) Open the four access doors.





**F 10000 RG-2**





(1) **Soldering Connections.** Wire connections must be made mechanically sound before they are soldered. Solder alone does not provide sufficient strength to prevent breakage. Surfaces of connections to be soldered must be clean and bright. If a separate flux is used, it should conform to Specification MIL-F-4995, Type I, rosin alcohol flux, and should be brushed onto the joint before soldering. If a flux-core solder is used, it should always be rosin-core electrical solder. If an uncured solder is used, it should be a lead-tin solder conforming to Specification QQ-S-571. Wires should always be heated to the point at which the solder will melt completely and flow into all parts of the joint. Excessive build-up of solder globs on the joint should be avoided or removed.

(2) **Insulating Joints.** The preferred method of insulating electrical joints is by the use of heat-shrink tubing. To apply, cut a piece of heat-shrink tubing of suitable diameter to a one-inch (2.54 cm) length covering joints at terminals or connectors, or to a length about 1/2 inch (1.27 cm) longer than the joint to be insulated, and slide the tubing over the wire before making the joint. After the joint is made, slide the tubing over the joint, and shrink in place with moderate heat.

(3) **Splicing Wires.** To repair broken or cut wires that are otherwise sound, the mating ends can be stripped and spliced. A commercial butt splice can be crimped onto the ends to join them, or a Western Union wire splice can be made. The latter is made by stripping 1-1/4 inch (3.18 cm) of insulation from the wire ends, holding the ends parallel and facing opposite directions, then twisting each end around the other wire at least three turns. Solder and apply insulation as described above.

(4) **Crimping Terminals.** To install a terminal on the end of a wire, strip 1/4 to 1/2 inch (0.66 to 1.27 cm) of insulation from the end of the wire, apply a one-inch (2.54 cm) piece of heat-shrink tubing (if the terminal is of the uninsulated type), and insert wire-end into the shank of the terminal. Crimp the shank, and install heat-shrink tubing if necessary.

d. Close hinged control panel and install the retaining screws. Close access doors and connect power source.

#### **4-20. INSTRUMENT PANEL** See figure 4-14.

The instrument panel is partially rigid and partially hinged to allow access to controls. The hinged portion has operating instructions and the refrigeration schematic printed on the front and the wiring diagram printed on the back.

#### **WARNING**

Always disconnect power from battery (F10000RG-2) or power source (F10000R-6) prior to opening the hinged instrument panel.

#### **4-21. HOURMETER** See figure 4-14.

a. **Test/Operate.** Observe the meter from time to time while the unit is operating. If there is no change in reading and there is no wiring defect, the meter is defective and must be replaced.

b. **Removal.**

(1) **Disconnect power.**

B1-T2	MS-25036-112	S15-L2	MS-25036-112	10	20	5
B1-T3	MS-25036-112	S15-L3	MS-25036-112	10	21	5
15-T1	MS-25036-112	B1-4	MS-25036-112	10	12	3
15-T2	MS-25036-112	B1-4	MS-25036-112	10	12	3
15-T3	MS-25036-112	B1-4	MS-25036-112	10	12	3
1-1	MS-25036-108	TB1-1	MS-25036-108	16	24	6
1-T9	MS-25036-108	TB1-2	MS-25036-108	16	24	6
15-L1	MS-25036-108	S14-NO	42332-2 (00779)	16	13	3
15-L2	MS-25036-108	B2-L2	MS-25036-108	16	36	9
2-L1	MS-25036-108	S14-C	42332-2 (00779)	16	36	9
B1-T3	MS-25036-108	CB2-1	MS-25036-108	16	26	6
B2-2	MS-25036-108	TB1-3	MS-25036-108	16	6	1
B1-3	MS-25036-108	S1-1	MS-25036-108	16	21	5
1-2	MS-25036-108	M1-1	MS-25036-108	16	9	2
1-2	MS-25036-108	S3-NC	42332-2 (00779)	16	25	6
1-2	MS-25036-108	TB1-E1	MS-25036-108	16	24	6
B1-E1	MS-25036-108	E1-GRD	MS-25036-108	16	15	3
4-3	MS-25036-108	S3-C	42332-2 (00779)	16	21	5
2-1	MS-25036-108	TB1-E1	MS-25036-108	16	18	4
4-2	MS-25036-108	TB1-4	MS-25036-108	16	17	4
S1-1	MS-25036-108	TB1-4	MS-25036-108	16	20	5
S1-2	MS-25036-108	M1-2	MS-25036-108	16	7	1
-1	MS-25036-108	TB1-4	MS-25036-108	16	160	40
1-2	MS-25036-108	TB1-E1	MS-25036-108	16	160	40
S1-1	MS-25036-108	K2-C1	42332-2 (00779)	16	21	5
S1-2	MS-25036-108	K2-C2	42332-2 (00779)	16	21	5
4-4	MS-25036-108	K3-C1	42332-2 (00779)	16	17	4
3-C2	42332-2 (00779)	K2-C2	42332-2 (00779)	16	27	6
2-1	MS-25036-108	S3-C	MS-25036-108	16	34	8
11-NO	42332-2 (00779)	S2-1	MS-25036-108	16	34	8
11-C	42332-2 (00779)	S2-2	MS-25036-108	16	20	5
10-1	42332-2 (00779)	S11-NO	42332-2 (00779)	16	20	5
12-NO	42332-2 (00779)	S2-2	MS-25036-108	16	16	4
12-C	42332-2 (00779)	K1-C1	42332-2 (00779)	16	10	2
1-C2	42332-2 (00779)	R1-2	SOLDER	16	21	5
1-2	SOLDER	TB1-E1	MS-25036-108	16	25	6
13-C	42332-2 (00779)	R1-1	SOLDER	16	19	4
13-NC	42332-2 (00779)	TB1-1	MS-25036-108	16	25	6
B1-1	MS-25036-108	S10-2	42332-2 (00779)	16	22	5
B1-2	MS-25036-108	K4-C1	42332-2 (00779)	16	22	5
4-C2	42332-2 (00779)	TB1-E1	MS-25036-108	16	22	5
B1-E1	MS-25036-108	E1-GRD	MS-25036-108	16	12	3

FROM	TERMINAL TYPE	TO	TERMINAL TYPE	Wire Size	IN.	CM
BT-P	MS-25036-122	S6-1	MS-25036-120	6	48	121.
CB3-2	MS-25036-112	S5-C	42563-7(00779)	10	17	43.
K1-C1	MS-25036-108	S5-NO	42332-2(00779)	16	160	406.
S4-C	42563-7(00779)	TB1-8	MS-25036-112	10	17	43.
BT-N	MS-25036-122	GRD	MS-25036-120	6	48	121.
S6-1	MS-25036-112	CB3-1	MS-25036-112	10	120	304.
S9-2	MS-25036-108	ALT-O	MS-25036-108	16	120	304.
M1-2	MS-25036-112	CB3-2	MS-25036-112	10	48	121.
CB2-1	MS-25036-108	M1-1	MS-25036-108	16	46	116.
ALT-A	MS-25036-112	TB1-6	MS-25036-112	10	120	304.
TB1-9	MS-25036-108	S11-NC	42332-2 (00779)	16	160	406.
S4-NC	42332-2 (00779)	TB1-9	MS-25036-108	16	11	27.
ALT-B	MS-25036-108	TB1-5	MS-25036-108	16	120	304.
K5-C2	42332-2 (00779)	TB1-E1	MS-25036-108	16	18	45.
CB2-2	MS-25036-108	S12-1	MS-25036-108	16	43	109.
S7-NC	MS-25036-108	S12-2	MS-25036-108	16	22	55.
S7-NC	MS-25036-108	M3-1GN	MS-25036-108	16	22	55.
M3-S	MS-25036-108	R2-1	MS-25036-108	16	160	406.
TB1-E1	MS-25036-108	M3-GRD	MS-25036-108	16	24	61.
TB1-1	MS-25036-108	S13-2	42332-2 (00779)	16	10	25.
S13-2	42332-2 (00779)	TB1-E1	MS-25036-108	16	15	38.
TB1-E1	MS-25036-108	E1-GRD	MS-25036-108	16	12	30.
S13-3	42332-2 (00779)	K4-C2	42332-2 (00779)	16	21	53.
S14-C	42332-2 (00779)	K4-C2	42332-2 (00779)	16	17	43.
TB1-3	MS-35036-108	S8-1	42332-2 (00779)	16	5	12.
S7-C	MS-25036-108	TB1-1	MS-25036-108	16	17	43.
S16-NC	42332-2 (00779)	TB1-4	MS-25036-108	16	15	38.
S9-2	MS-25036-108	S16-C	42332-2 (00779)	16	13	33.
TB1-3	MS-25036-108	TB1-1	MS-25036-108	16	14	35.
S14-NO	42332-2 (00779)	TB1-E1	MS-25036-108	16	96	243.
K4-C1	42332-2 (00779)	S8-2	42332-2 (00779)	16	96	243.
DS1-1	MS-25036-108	TB1-3	MS-25036-108	16	26	66.
L1-1	32446 (00779)	TB1-3	MS25036-108	16	160	406.
TB1-7	MS-25036-108	L1-2	32446 (00779)	16	160	406.
K6-1	42460-1	TB1-4	MS-25036-108	16	160	406.
K5-C1	42332-2 (00779)	TB1-5	MS-25036-108	16	16	40.
M1-1	MS-25036-112	TB1-6	MS-25036-112	10	32	81.
S9-2	MS-25036-108	CB1-1	42332-2 (00779)	16	33	83.
M2-1	MS-25036-108	CB1-2	42332-2 (00779)	16	19	48.
TB1-E1	MS-25036-108	M2-2	MS-25036-108	16	28	71.
E1-GRD	MS-25036-108	TB1-E1	MS-25036-108	16	15	38.
K2-C1	42332-2 (00779)	CB1-2	42332-2 (00779)	16	48	121.
S1-C	42332-2 (00779)	K2-C1	42332-2 (00779)	16	9	22.
K2-C2	42332-2 (00779)	TB1-E1	MS-25036-108	16	23	58.
K7-2	42332-2 (00779)	K3-C1	42332-2 (00779)	16	25	63.
K3-C2	42332-2 (00779)	TB1-E1	MS-25036-108	16	18	45.

TB1-7	MS-25036-108	DS1-2	MS-25036-108	16	26
E1-GRD	MS-25036-108	TB1-E1	MS-25036-108	16	14
TB1-1	MS-25036-108	S9-1	MS-25036-108	16	18
TB1-E1	MS-25036-108	K6-2	42460-1 (00779)	16	160
TB1-E1	MS-25036-108	E1-GRD	MS-25036-108	16	13
S9-1	MS-25036-108	S-15-NO	42332-2 (00779)	16	15
Engine	MS-25036-157	Unit Frame	MS-25036-157	10	10
L2-1	MS-25036-108	S5-NO	42332-2 (00779)	16	160
L2-2	MS-25036-108	TB1-E1	MS-25036-108	16	160
K7-1	MS-25036-108	S1-NC	42332-2 (00779)	16	25
S16-C	42332-2 (00779)	Z1-1	42332-2 (00779)	16	120
TB1-7	MS25036-108	S14-C	42332-2 (00779)	16	15

(4) Remove the meter.

c. Replacement.

(1) Position the meter on the panel and, while observing the meter lead tags, reconnect the meter leads to the panel.

(2) Secure the meter in place using the three screws and nuts.

(3) Reconnect power.

**4-22. OIL PRESSURE GAGE (Model F1000RG-2 Only)**

See figures 4-14 and 4-15.

a. Removal.

(1) Disconnect power.

(2) Remove the two screws and lock washers and open the hinged control panel.

(3) Disconnect the flare nut joint to the female coupling.

(4) Remove the female coupling.

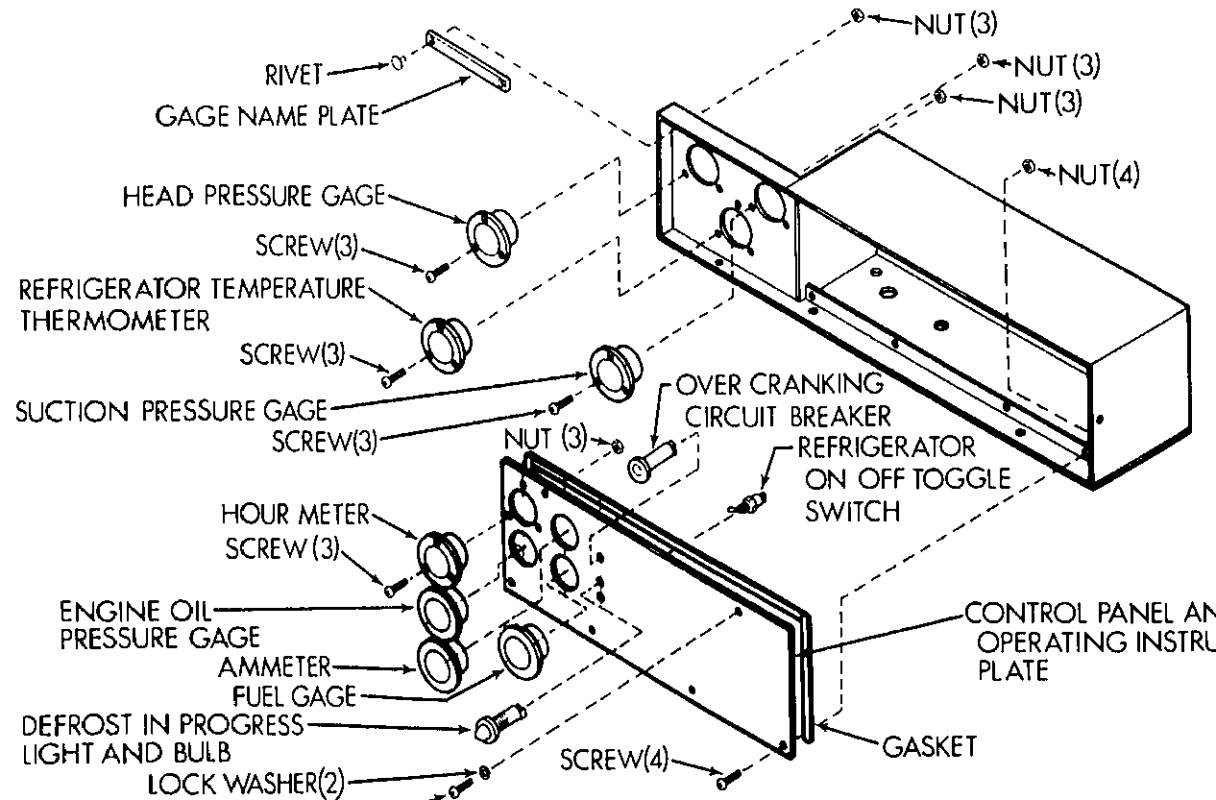
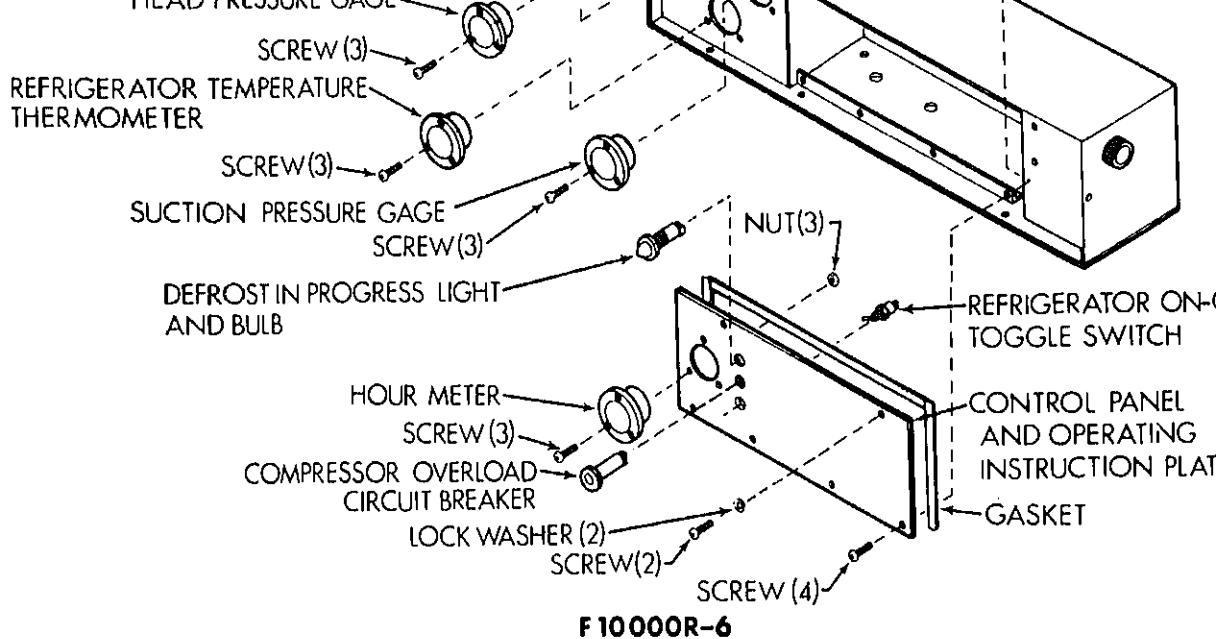
(5) Remove the two nuts and lock washers and the clamp from the back of the gage.

(6) Pull the gage from the panel.

b. Installation.

(1) Install the gage through the panel and clamp in place using the clamp, nuts and lock washers with the gage.

(2) Connect the female coupling and the flare nut and tube assembly to the gage.



CLAMP, NUTS AND LOCK  
WASHERS SUPPLIED WITH  
GAGE

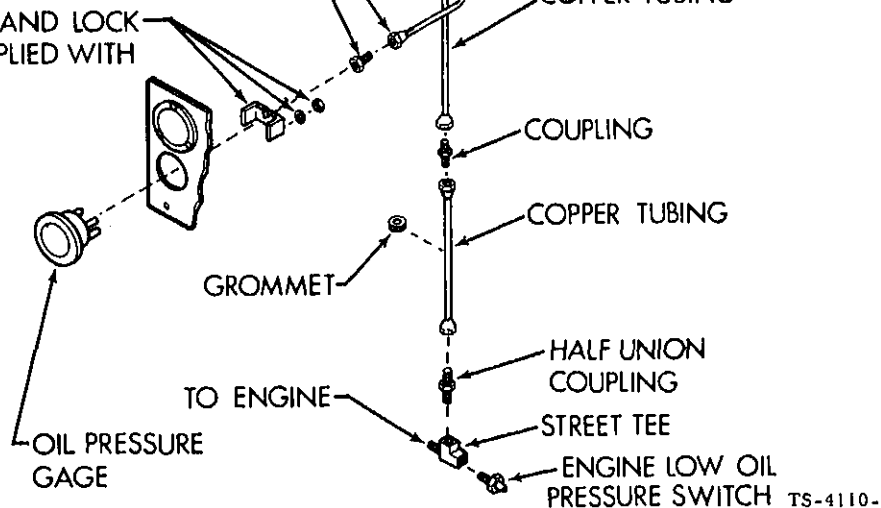


Figure 4-15. Oil Pressure Gage F10000RG-2

**4-23. AMMETER (Model F10000RG-2 Only)**

See figure 4-14.

a. Removal.

- (1) Disconnect power.
- (2) Remove the two screws and lock washers and open the hinged control panel.
- (3) Tag and remove the wires.
- (4) Remove the nuts, lock washers, and clamp that secure the gage to the control panel.
- (5) Pull the gage from the front of the control panel.

b. Installation.

- (1) Install the gage through the panel and clamp in place using the clamp, nuts and lock washers with the gage.
- (2) Connect the wire leads. See tags and wiring diagram figure 4-6.
- (3) Close the hinged control panel and secure with two screws and lock washers.
- (4) Connect power.

**4-24. FUEL LEVEL GAGE (Model F10000RG-2 Only)**

See figure 4-14.

(1) Install the gage through the panel and clamp in place using the clamp, nuts and lock washers with the gage.

(2) Connect the wire leads. See tags and wiring diagram figure 4-6.

(3) Close the hinged control panel and secure with two screws and lock washers.

(4) Connect power.

#### **4-25. CIRCUIT BREAKERS**

See figure 4-14.

##### **a. Removal.**

(1) Disconnect power.

(2) Remove the two screws and lock washers and open the hinged control panel.

(3) Tag and remove the wires.

(4) For testing of installed part see step b.

(5) Detach retaining clip and remove circuit breaker.

b. Testing. With leads disconnected check resistance of circuit breaker. For Model F10 should be 0.09 ohms. For Model F10000RG-2 the resistance should be 12.0 ohms.

##### **c. Installation.**

(1) Insert circuit breaker into panel and secure it in place with press-on retaining clip.

(2) Connect the wire leads. See tags and wiring diagram figures 4-5 or 4-6.

(3) Close the hinged control panel and secure with two screws and lock washers.

(4) Connect power.

#### **4-26. DEFROST IN PROGRESS LIGHT**

See figures 4-14 and 4-16.

##### **a. Bulb removal.**

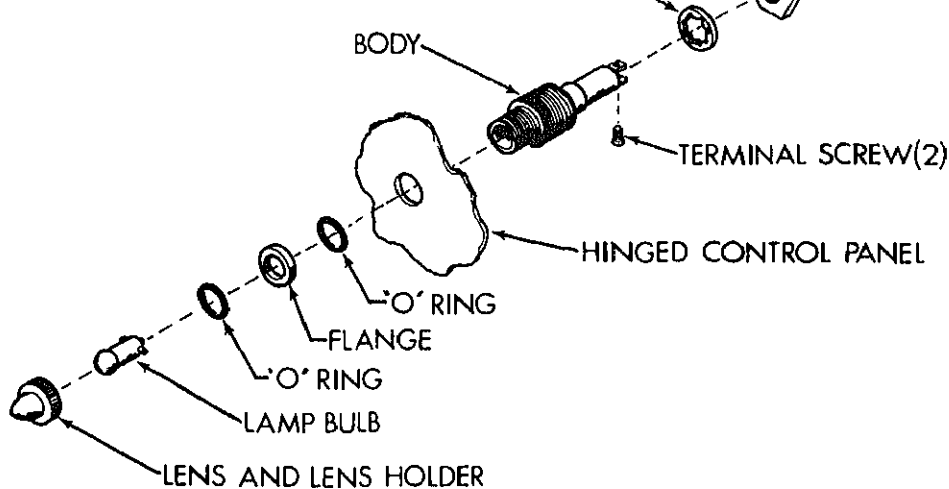
(1) Unscrew the lens and lens holder.

(2) Push in and turn bulb counterclockwise.

(3) Check bulb for loose or broken filaments.

##### **b. Bulb replacement.**

(1) Insert bulb, push and turn clockwise.



TS-4110-234-14/

Figure 4-16. Defrost in Progress Light

c. Should the total assembly be damaged and need replacement.

- (1) Disconnect power.
- (2) Remove the two screws and lock washers and open the hinged control panel.
- (3) Tag and remove the wires.
- (4) Remove the nut and lock washer from the back side and pull the light assembly from the panel.

d. Installation.

- (1) Assemble parts as shown on figure 4-16. Note that bulb is not supplied as part of light assembly and must be ordered separately.
- (2) Connect the wire leads. See tags and wiring diagram figures 4-5 or 4-6.
- (3) Close the hinged control panel and secure with two screws and lock washers.
- (4) Connect power.

## **-27. REFRIGERATOR ON-OFF SWITCH**

See figure 4-14.

This is a two-position toggle switch.



b. Testing.

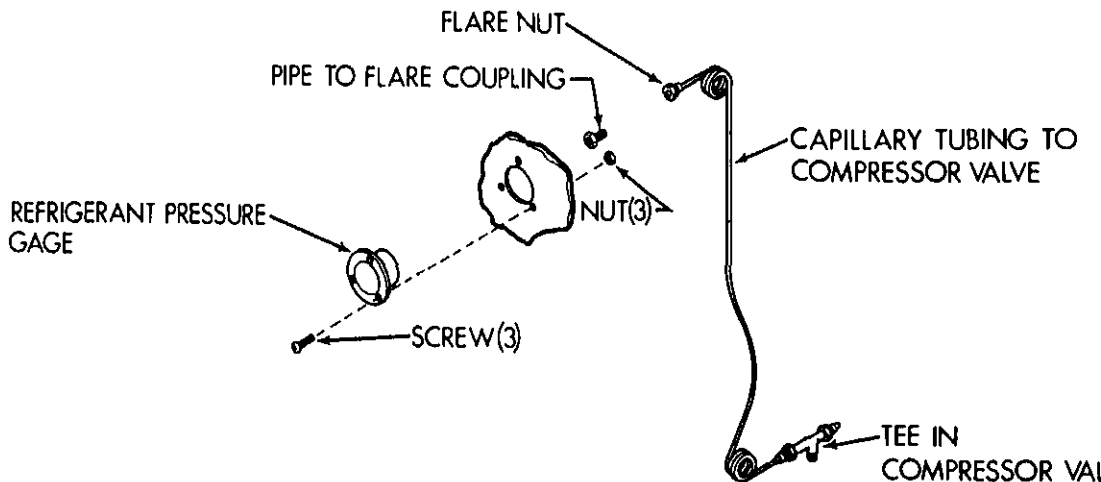
- (1) With an ohmmeter check for zero ohms resistance with the switch in the ON position (this would be upward on the panel).
- (2) Check for infinite resistance with the switch in the OFF position (this would be downward on the panel).

c. Installation.

- (1) Position the switch on the panel with the ON position on top, but with the toggle pointing downward. Secure it to the panel with the hex nut and washers.
- (2) Connect the wire leads. See tags and wiring diagram figures 4-5 or 4-6.
- (3) Close the hinged control panel and secure with two screws and lock washers.
- (4) Connect power.

**4-28. HEAD PRESSURE GAGE** See figures 4-14 and 4-17.

This gage indicates the discharge pressure at the output of the compressor.



TS-4110-234-14/4

Figure 4-17. Refrigerant Pressure Gages

a. Removal.

that the compressor valve has been properly backseated.

Remove the flare nut from the coupling and remove the coupling from the gage.

Remove the three attaching screws and nuts and pull the gage from the panel.

Installation.

Mount the gage in the panel with the three screws and nuts.

Install the coupling on the valve and loosely connect the flare nut.

Slightly crack (turn valve stem clockwise) the compressor discharge valve to allow a very slight flow of refrigerant to escape through the capillary line at the flare nut to clear the capillary of moisture and

Immediately tighten the flare nut.

Again turn the discharge valve stem fully counterclockwise and then turn it one turn clockwise "heat and crack" the valve. Reinstall the protective cap over the valve stem.

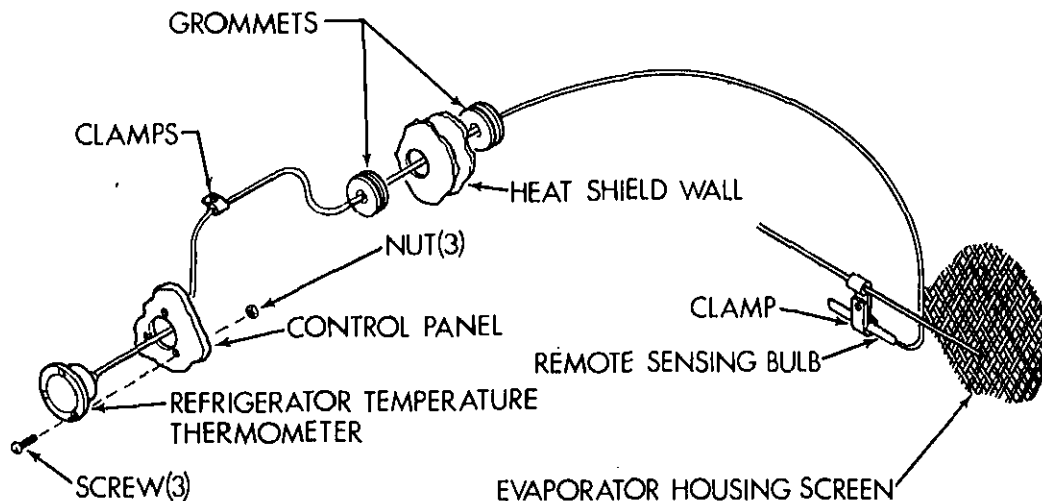
Using a water and soap solution check the newly connected fittings for leaks.

Close the access doors and connect power.

### REFRIGERATOR TEMPERATURE THERMOMETER

See figures 4-14 and 4-18.

is a remote bulb thermometer with a panel mounted indicating dial.



- (4) Remove the tube clamps and carefully cut the plastic tie wraps that hold the capillary line in place.
  - (5) Carefully thread the capillary line and bulb through the heat shield wall. Take care not to damage the other capillary lines.
  - (6) Remove the three attaching screws and nuts and pull the thermometer from the panel.
- b. Calibration. Immerse the remote bulb in a container of cracked ice for several minutes. The dial should indicate 32°F (0°C). If it does not, remove the crystal and correct the dial indication by means of the calibration adjustment on the face of the dial. If the gage can't be calibrated, it must be replaced.

c. Installation.

- (1) Thread the bulb and capillary through the panel hole and mount the thermometer using three screws and nuts.
- (2) Taking care not to damage the other capillary lines thread the bulb and capillary through the hole in the heat shield wall.
- (3) Reclamp the capillary line in its original clamps. Install new plastic tie wraps or use electricians tape to secure the capillary lines together.
- (4) Insert the bulb in the mounting clamp and tighten the retaining screw and nut.
- (5) Check to see that grommets are in place at heat shield wall.
- (6) See figure 4-12 and reinstall the evaporator air housing and screen.
- (7) Close access doors and connect power.

**4-30. SUCTION PRESSURE GAGE** See figures 4-14 and 4-17.

This gage indicates the pressure at the input to the compressor. It is called a compound gage because the scale graduated for pressures above atmospheric pressure in psig and for pressures below atmospheric pressure (vacuum) in inches of mercury.

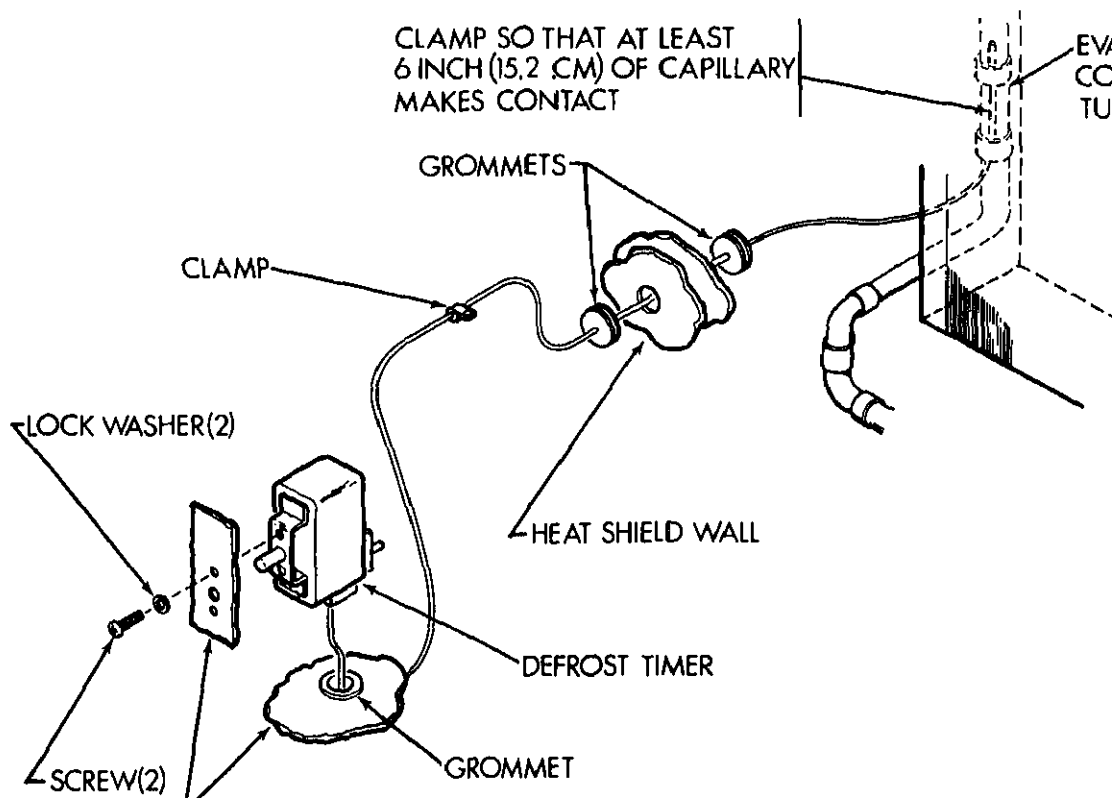
a. Removal.

- (1) Disconnect power.
- (2) Open doors to have access to the left rear of the control panel and the compressor suction valve.
- (3) Remove the protective cap from the suction valve stem. Use a refrigerant valve wrench or other suitable wrench and totally backseat (turn fully counterclockwise) the valve.
- (4) Carefully and slowly loosen the flare nut from the coupling on the back of the gage. Use two wrenches to hold the coupling and the other to loosen the flare nut. Allow the small amount of refrigerant that is in the capillary to escape. Should refrigerant continue to leak out after a few seconds, tighten the flare nut and check to see that the compressor valve has been properly backseated.

- (1) Mount the gage in the panel with the three screws and nuts.
- (2) Install the coupling on the valve and loosely connect the flare nut.
- (3) Slightly crack (turn valve stem clockwise) the compressor suction valve to allow a very refrigerant to escape through the capillary line at the flare nut to clear the capillary of moist
- (4) Immediately tighten the flare nut.
- (5) Again turn the suction valve stem fully counterclockwise and then turn it one tu "backseat and crack" the valve. Reinstall the protective cap over the valve stem.
- (6) Using a water and soap solution check the newly connected fittings for leaks.
- (7) Close the access doors and connect power.

#### 4-31. DEFROST TIMER (MODEL F1000R-6)

See figures 4-2 and figure 4-19.



(3) Remove two screws and lock washers and open the control panel door.

(4) Remove the tube clamps and carefully cut the plastic tie wraps that hold the capillary line

(5) Carefully thread the capillary line and bulb through the heat shield wall. Take care not to damage other capillary lines.

(6) Remove the two screws and lock washers and remove the defrost timer.

(7) Tag and disconnect the wires.

b. Inspection.

(1) Inspect for physical damage.

(2) Inspect for signs of overheating.

c. Testing. Perform continuity checks with ohmmeter as follows:

(1) There should be continuity between terminals 1 and 3.

(2) There should be continuity between terminals 3 and 4.

d. Installation.

(1) Thread the capillary down through the grommets hole in the bottom of the control box.

(2) See wiring diagram figure 4-5 and connect wire leads.

(3) Secure the defrost timer with two screws and lock washers.

(4) Thread the capillary through the heat shield wall.

(5) Clamp the capillary end to the evaporator coil header as shown on figure 4-19. At least 6 in (15 cm) of the capillary end must make contact with the header.

(6) Reclamp the capillary line in its original clamps. Install new plastic tie wraps or use electrical tape to secure the capillary lines together.

(7) Check to see that grommets are in place at heat shield wall.

(8) See figure 4-12 and reinstall the evaporator air housing and screen.

(9) Close the control panel and secure with two screws and lock washers.

(10) Close access doors and connect power.

(1) Inspect for physical damage.

(2) Inspect for signs of overheating.

. Testing. Using ohmmeter, make the following continuity checks:

(1) There should be continuity between terminals 1 and 2 of S13.

(2) With C2 lead of relay K4 disconnected, there should be continuity between terminals C1 and C2.

. Installation.

(1) Place the defrost timer in the box and secure with a screw and lock washer.

(2) See the wiring diagram figure 4-6 and tags and connect wire leads.

(3) Close the control panel and secure with two screws and lock washers.

(4) Connect power.

**33. RELAYS** See figures 4-2 and 4-3.

The following information applies to relays K2, K3 and K4 on the F10000R-6 and relays K2, K3, K4 and K5 on the F10000RG-2.

. Disconnect power.

. Remove two screws and lock washers and open the control panel door.

. Inspect for cracks, corrosion, loose electrical connections and loose mounting hardware. Repair or replace as needed. Tighten loose electrical connections and tighten loose mounting hardware. Replace relay if it is cracked, bent or badly corroded.

. Wipe parts with a clean dry cloth.

. Testing.

(1) Tag and disconnect the wires.

(2) Touch the probes of a continuity tester to the C1 and C2 pins. If an open circuit is indicated, replace the relay.

. Removal. Remove the screw and lock washer and remove the relay.

. Installation.

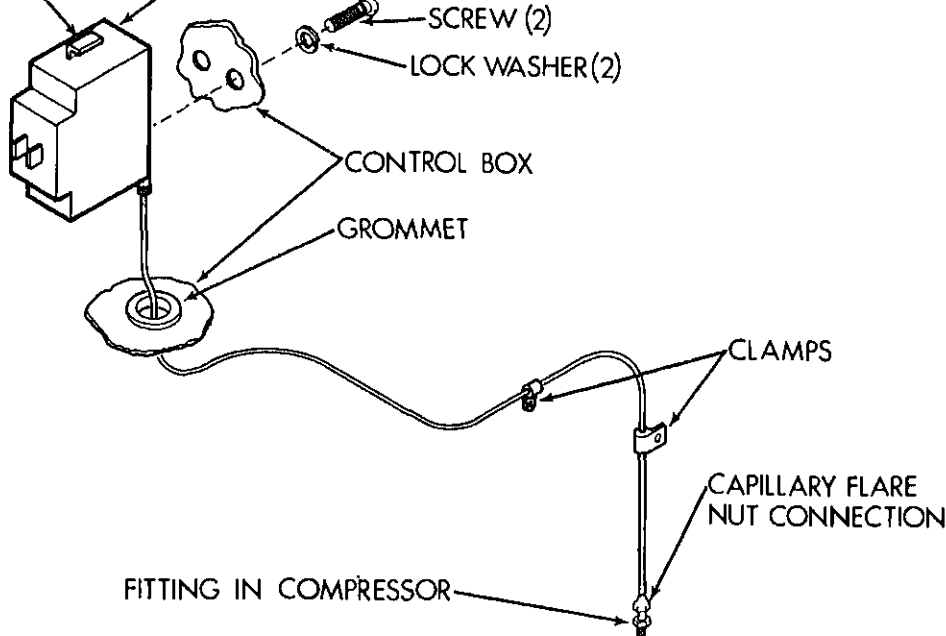
(1) Position the relay so that the mounting boss sticks into one hole and attach with a screw and lock washer.

- b. Remove two screws and lock washers and open the control panel door.
- c. Removal.
  - (1) Tag and disconnect the wires.
  - (2) Remove the screw and lock nut.
  - (3) Remove time delay relay.
- d. Inspect for cracks, loose, broken, missing or badly corroded terminal connections and overheating.
- e. Installation.
  - (1) Secure the relay with a screw and lock nut.
  - (2) See the wiring diagram 4-6 and tags and connect wire leads.
  - (3) Close the control panel and secure with two screws and lock washers.
  - (4) Connect power.

#### **4-35. HIGH PRESSURE CUTOUT SWITCH** See figures 4-2, 4-3 and 4-20.

This switch deenergizes the unit when the compressor discharge pressure reaches 250 psig.

- a. Testing installed.
  - (1) Disconnect power.
  - (2) Remove the two screws and lock washers and open the control panel.
  - (3) Check to see that reset button is not tripped (push it in). If the reset button was tripped, see the troubleshooting chart. The problem is most likely not in the high pressure cutout switch.
  - (4) Tag and disconnect wires.
  - (5) Use a continuity tester or multimeter to check for continuity between terminals 1 and 2 on the switch. If there is continuity, the switch is properly closed. If no continuity is found on the switch, press and hold the reset button again on that switch. If there is still no continuity, that switch must be replaced.
- b. Removal. Assuming the above tests have been performed, remove a defective pressure cutout switch as follows:
  - (1) Open doors to have access to the left rear of the control panel and the compressor discharge



TS-4110-234-14/4

Figure 4-20. High Pressure Cutout Switch

(3) Carefully and slowly loosen the flare nut on the end of the high pressure switch capillary line. Allow the small amount of refrigerant in the capillary to escape. If refrigerant continues to leak out after a few seconds, tighten the flare nut and check to see that the compressor valve has been properly backseated.

(4) Totally disconnect the flare nut from the fitting.

(5) Remove the clamps that secure the capillary line.

(6) From the back side of the control panel, remove the two screws and lock washers that mount the high pressure cutout switch.

(7) Remove the switch and carefully thread the capillary line up and out of the grommeted hole.

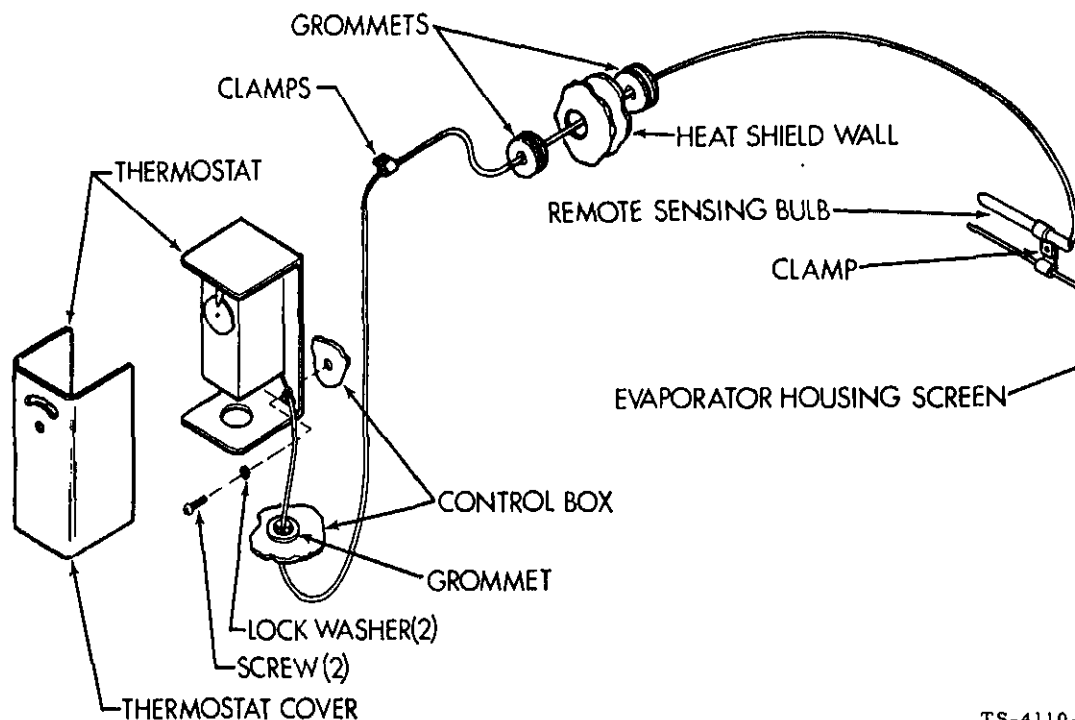
Installation.

(1) Carefully thread the capillary down through the grommeted hole in the bottom of the control box with the end of the capillary tube over toward the compressor.



- (6) Using a water and soap solution check the newly connected fittings for leaks.
- (7) Reinstall the protective cap over the valve stem.
- (8) See wiring diagram figures 4-5 or 4-6 and tags and connect wire leads.
- (9) Close the control panel and secure with two screws and lock washers.
- (10) Close access doors and connect power.

**4-36. THERMOSTAT** See figures 4-2, 4-3 and 4-21.



TS-41104

Figure 4-21. Thermostat

**a. Removal.**

- (1) Disconnect power.
- (2) See figure 4-12 and remove the evaporator air housing and screen.

(1) Inspect for physical damage.

(2) Inspect for signs of overheating.

Testing.

(1) Using an accurate thermometer measure the temperature at the remote bulb location.

(2) Perform continuity checks with ohmmeter as follows: With the thermostat set below the thermom  
ding there should be continuity between the two terminals. With the thermostat set above the thermom  
ding there should be no continuity.

his can be checked at several points by placing the sensing bulb and the thermometer in a warm or c  
tainer of water. Be sure to allow time for temperature balance of both thermometer and sensing bulb to  
ched.

Installation.

(1) Thread the sensing bulb and capillary down through the grommets hole in the bottom of the co

(2) Secure the thermostat with two screws and lock washers.

(3) Taking care not to damage the other capillary lines thread the bulb and capillary through the ho  
heat shield wall.

(4) Reclamp the capillary line in its original clamps. Install new plastic tie wraps or use electricians  
secure the capillary lines together.

(5) Insert the bulb in the mounting clamp and tighten the retaining screw and nut.

(6) Check to see that grommets are in place at heat shield wall.

(7) See figure 4-12 and reinstall the evaporator air housing and screen.

(8) Install a grommet in the bottom knockout hole in the thermostat.

(9) See wiring diagram figures 4-5 or 4-6 and tags and connect wire leads.

(10) Set thermostat temperature to desired setting.

(11) Close the control panel and secure with two screws and lock washers.

(12) Close access doors and connect power.

**37. RESISTOR** See figure 4-2 or 4-3.

Access.

Tag and unsolder the lead from one end of the resistor and measure the resistance with an ohmmeter. For the Model F10000R-6 the resistance should be 50 ohms. For the Model F10000RG-2 variable resistor the resistance should be 20 ohms. If the correct reading is not obtained, the resistor is defective and should be replaced.

c. Removal.

- (1) Tag and unsolder the remaining lead.
- (2) Remove two screws and lock washers and remove resistor.

d. Installation.

- (1) Secure resistor with two screws and lock washers.
- (2) See wiring diagram figures 4-5 or 4-6 and tag and solder wire leads.
- (3) Close the control panel door and secure with two screws and lock washers.
- (4) Connect power.

**4-38. FUSES** See figure 4-2 or 4-3.

a. Access.

- (1) Disconnect power.
- (2) Remove two screws and lock washers and open the control panel.
- (3) On the F10000R-6 remove the screw and washer from the pull out disconnect cover and open it.

b. Test/Remove.

(1) On the F10000R-6 there are 4 fuses. F1 is clearly visible in the lower left center of the control panel. F2, F3 and F4 are located in the pull out disconnect. To gain access to these fuses pull the disconnect cover straight out.

(2) On the F10000RG-2 there are 2 fuses. Both are clearly visible in the lower right corner of the control panel box.

- (3) Pull a suspected bad fuse and check it for continuity with an ohmmeter. Replace the fuse if defective.

c. Installation.

- (1) Install new fuse.
- (2) If the pull out disconnect (F10000R-6 only) was removed, be sure it is put back in the on position.
- (3) Close the panel(s) and reinstall screws and lock washers.

(2) Inspect for signs of overheating.

c. Test.

(1) Use a continuity tester or a multimeter set on the lowest OHMS (RX 1) scale to check continuity between terminals L1 and T1, L2 and T2 and L3 and T3. All three contacts should be open. If there is continuity between any of these terminals, replace the controller.

(2) Check continuity between coil terminals C1 and C2. If there is no continuity, the coil is open and the controller must be replaced.

d. Removal. Assuming that power has been disconnected and that control panel door is open.

(1) Tag and disconnect the wires.

(2) Remove the three screws and lock washers and remove the compressor motor controller.

e. Installation.

(1) Position the compressor motor controller in the box and secure it with three screws and lock washers.

(2) See wiring diagram figure 4-5 and tag and connect wire leads.

(3) Close the control panel and secure with two screws and lock washers.

(4) Connect power.

#### 4-40. MAINTENANCE OF DRIVE SYSTEM

##### **WARNING**

Always disconnect power from battery (F10000RG-2) or power source (F10000R-6) prior to performing internal maintenance. The unit could be turned on while you are working inside.

##### **WARNING**

When checking an operating Unit.

##### **Protect Against Moving Parts**

Do not wear loose clothing in the vicinity of moving parts, such as shafts, flywheels, fans, belts, etc.

Keep your hands away from moving parts. Do not operate without protective guards and

(2) See figure 4-12 and remove the top.

b. Check fan for loose or missing setscrews, breaks, cracks, dents, loose or missing rivets, bent or blades and accumulated dirt. Tighten or replace missing setscrews.

c. Cleaning. If the fan is to be removed wait till fan is out of the unit to clean it.

**WARNING**

Dry cleaning solvent (Fed Spec P-D-680) used to clean parts is potentially dangerous to personnel and property. Do not use near open flame or excessive heat. Flash point of solvent is 100°F to 138°F (38°C to 59°C).

Wipe the fan blades with a clean cloth dampened slightly with dry cleaning solvent (Fed Spec P-D-680) solution of detergent and water. Do not use a contaminated cleaning solution that would leave any residue on the fan. Dry thoroughly.

d. Removal. (On the F10000RG-2 only restrain fan shaft on evaporator side, with appropriate tool to remove the nut from the end of the shaft.)

Loosen the two setscrews and slide the fan off of the end of the shaft. Take care not to damage the shaft.

e. Installation.

(1) Check to see that the key is in place on the shaft.

(2) Align the key and keyway in the hub and slide the fan in place on the shaft. Take care not to damage the coil fins.

(3) Apply loctite to both setscrews and tighten them on the shaft and key.

(4) On the F10000RG-2 restrain fan shaft on evaporator side with appropriate tool and install the nut on the end of the shaft.

(5) See figure 4-12 and reinstall the top evaporator screen.

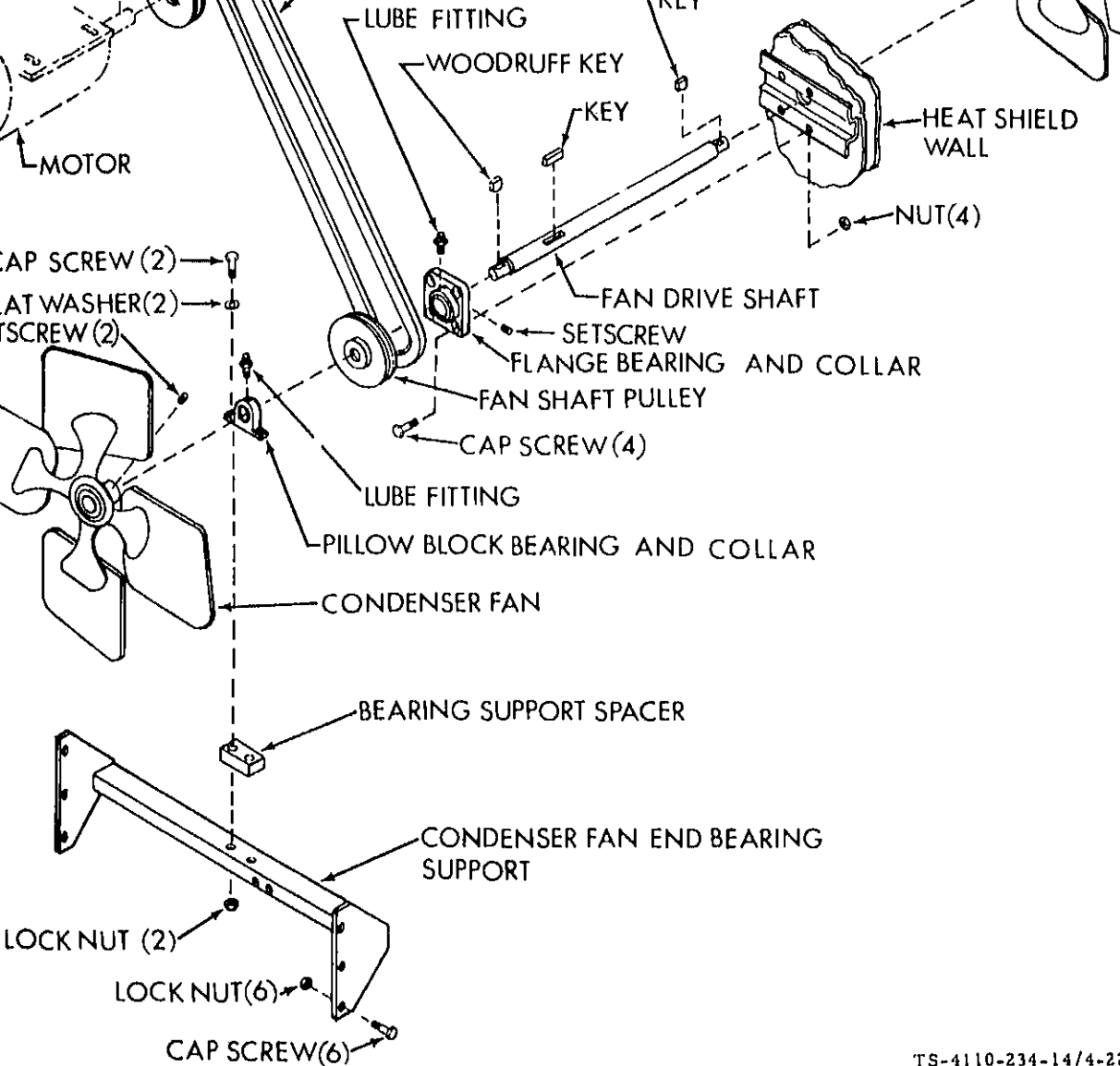
(6) Connect power.

**4-42. CONDENSER FAN** See figure 4-22 or 4-23.

a. Access.

(1) Open condenser side access doors.

b. Check fan for loose or missing setscrews, breaks, cracks, dents, loose or missing rivets, bent or blades and accumulated dirt. Tighten or replace missing setscrews.



TS-4110-234-14/4-22

Figure 4-22. Fan Drive F10000R-6

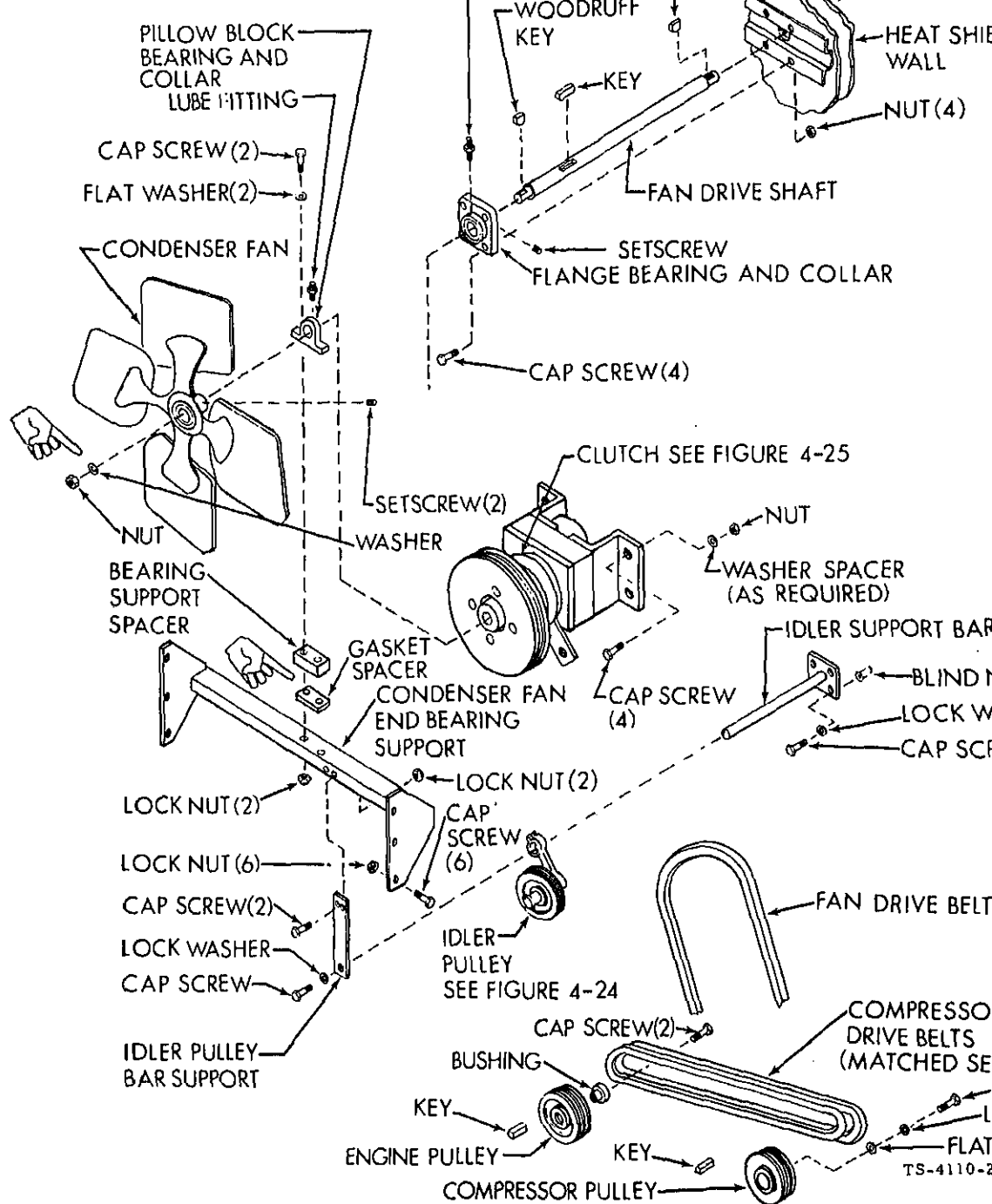


Figure 4-23. Fan and Compressor Drive F10000RG-2

tion of detergent and water. Do not use a contaminated cleaning solution that would leave any residue on the fan. Dry thoroughly.

**Removal.** (On the F10000RG-2 only restrain fan shaft with appropriate tool and remove the nut and washer from the end of the shaft.) Loosen the two setscrews and slide the fan off of the end of the shaft. Take care not to damage the coil fins.

**Installation:**

- (1) Check to see that the key is in place on the shaft.
- (2) Align the key and keyway in the hub and slide the fan in place on the shaft. Take care not to damage the coil fins.
- (3) Apply loctite to both setscrews and tighten them on the shaft and key.
- (4) On the F10000RG-2 restrain fan shaft with appropriate tool and install the nut and washer on the end of the shaft.
- (5) Connect power.

### **3. FAN DRIVE BELT (F10000R-6)** See figure 4-22.

**Removal.**

- (1) Disconnect power and open side access doors.
- (2) Loosen the motor mounting bolts and slide the motor so that the fan drive belt can be removed from the motor pulley.
- (3) Remove the two cap screws, flat washers and lock nut from the pillow block bearing.
- (4) Slip the bearing support spacer out from under the pillow block bearing.
- (5) Slip the belt through the space left under the bearing. Work the belt up and over the condenser fan pulley one side at a time.

**Installation.**

- (1) Work the belt over the condenser fan and through the space under the bearing.
- (2) Slip the bearing support spacer back in place and secure with two each cap screws, lock washers and lock nuts.
- (3) Place the belt on both pulleys and slide the motor away from the center of the unit to take up belt tension. Proper belt tension is a deflection of 1/2 inch (1.3 cm) midway between pulleys.

**CAUTION**



(6) Connect power.

**4-44. FAN DRIVE BELT (F10000RG-2)** See figure 4-23.

a. Removal.

- (1) Disconnect power and open side access doors.
- (2) Loosen the idler arm screw and relax the belt tension.
- (3) Remove the belt from the compressor pulley.
- (4) Remove the two cap screws, flat washers and lock nut from the pillow block bearing.
- (5) Slip the bearing support spacer out from under the pillow block bearing.
- (6) Remove the upper two cap screws and lock nuts and the lower screw and lock washer and idler pulley bar support.
- (7) Remove the six cap screws and slide the condenser fan end bearing support toward the
- (8) Slip the belt through the space left under the bearing. Work the belt up and over the condenser blade at a time.

b. Installation.

- (1) Work the belt over the condenser fan and through the space under the bearing.
- (2) Install the condenser fan end bearing support bracket with six screws.
- (3) Slip the bearing support spacer back in place and secure with two each cap screws, lock washers and lock nuts.
- (4) Position the Idler bar support and secure it in place with two each cap screws and lock washers in the upper holes and a cap screw and lock washer in the lower hole.
- (5) Place the belt on both pulleys and push the idler pulley to bring proper tension in the belt. Proper tension is a deflection of 1/2 inch (1.3 cm) midway between pulleys. Tighten idler pulley setscrew.
- (6) Close the access door.
- (7) Connect power.

**4-45. COMPRESSOR DRIVE BELTS (F10000RG-2)** See figure 4-23.

a. Removal.

- (1) Disconnect power and open side access doors.
- (2) Loosen the idler arm screw and relax the belt tension.

## NOTE

Use only matched sets of two belts on the engine to compressor drive. Unmatched sets are difficult or impossible to adjust and result in excessive wear and improper misaligned drive.

- (1) Place a matched set of two belts on the engine and compressor pulleys. Be sure that the belts are in the grooves closer to the compressor.
- (2) Use a 3/4 socket and socket wrench with an extension and turn the engine mount adjusting screw located under the compressor mount to move the engine. Proper belt tension is a deflection of 1/2 inch (1.3 cm) midway between the pulleys.

## CAUTION

Both adjusting screws must be moved the same amount. Do not permit the engine to twist or cock on its mount. Uneven belt wear and bearing damage will result.

- (3) Tighten the four engine mounting bolts.
- (4) Place the fan drive belt back on the compressor pulley.
- (5) Push the idler pulley to bring proper tension in the fan belt. Proper tension is a deflection of 1/2 inch (1.3 cm) midway between pulleys. Tighten the idler pulley setscrew.
- (6) Close the access doors.
- (7) Connect power.

### 46. IDLER PULLEY PARTS (F10000RG-2) See figure 4-23.

a. Lubrication. See paragraph 4-12.

b. Removal/Disassembly.

- (1) Disconnect power and open the side access doors.
- (2) Remove the upper two cap screws and lock nuts and the lower cap screw and lock washer and remove the idler pulley bar support.
- (3) Loosen the idler arm setscrew and pull the assembled idler arm, shaft and pulley from the support.
- (4) See figure 4-24 and loosen the setscrew in the idler shaft collar.
- (5) Pull the collar and the idler pulley off of the shaft.
- (6) If the shaft is bad, place a wrench on the machined flats on the end of the shaft and use a puller to pull the shaft out of the housing.



. Lubrication. See paragraph 4-11.

. Removal.

(1) On the F10000RG-2 only, restrain fan shaft with appropriate tool and remove the nut and washer from the end of the shaft.

(2) Loosen the two setscrews and slide the fan off the end of the shaft. Take care not to damage the fan. Take care that the shaft key is not lost.

(3) Remove the two cap screws and lock nuts and the bearing support spacer.

(4) Loosen the setscrew in the bearing locking collar and using a spanner wrench or a brass drift pin turn the collar opposite to the direction of the shaft rotation to release the locking device.

(5) Slide the bearing and locking collar off the shaft.

. Installation.

(1) Slide the locking collar and bearing on the shaft.

(2) Slip the bearing support spacer into place and secure the bearing with two cap screws and lock nuts.

(3) Using a spanner wrench or a brass drift pin turn the bearing locking collar the same direction as the shaft rotation to lock in place on the end of the bearing and tighten the setscrew.

(4) If a lubrication fitting was not supplied with the new bearing, remove the fitting from the old bearing and install a new one. Remove the plug in the bearing and install the lubrication fitting.

(5) Check to see that the fan key is in place on the shaft.

(6) Align the fan hub keyway and the shaft and key and slide the fan into place on the shaft. Take care not to damage the coil fins.

(7) Apply loctite to both fan hub setscrews and tighten them on the shaft and key.

(8) On the F10000RG-2 only, restrain fan shaft with appropriate tool and install the nut and washer on the end of the shaft.

(9) Close access doors.

(10) Connect power.

**48. FAN SHAFT PULLEY (F10000R-6)**

See figure 4-22.

a. Access.

(1) Disconnect power.

(3) Loosen the setscrew in the pillow block bearing locking collar and using a spanner wrench or drift pin turn the collar opposite to the direction of the shaft rotation to release the locking device.

(4) Slide the bearing and locking collar off the shaft.

(5) Loosen the motor mounting bolts and slide the motor so that the belt can be removed from the pulley.

(6) Remove the two cap screws from the pulley bushing.

(7) Remove the pulley from the bushing. If necessary the two cap screws removed in (6) above can be used as jack screws by screwing them into the tapped holes in the bushing flange.

(8) Remove the bushing from the shaft. Take care that shaft key is not lost.

#### c. Installation.

(1) Loosely assemble the pulley and pulley bushing and slide them on the shaft over the shaft key.

(2) Align the pulley face with the pulley on the motor and tighten the cap screws in the pulley bushing.

(3) Slide the locking collar and bearing on the shaft.

(4) Slip the bearing support spacer into place and secure the bearing with two cap screws and lock washers.

(5) Using a spanner wrench or a brass drift pin turn the bearing locking collar the same direction as the shaft rotation to lock in place on the end of the bearing and tighten the setscrew.

(6) Check to see that the fan key is in place on the shaft.

(7) Align the fan hub keyway and the shaft and key and slide the fan into place on the shaft. Take care not to damage the coil fins.

(8) Apply loctite to both fan hub setscrews and tighten them on the shaft and key.

(9) Place the belt on both pulleys and slide the motor away from the center of the unit to take up proper belt tension. Proper belt tension is a deflection of 1/2 inch (1.3 cm) midway between pulleys.

#### CAUTION

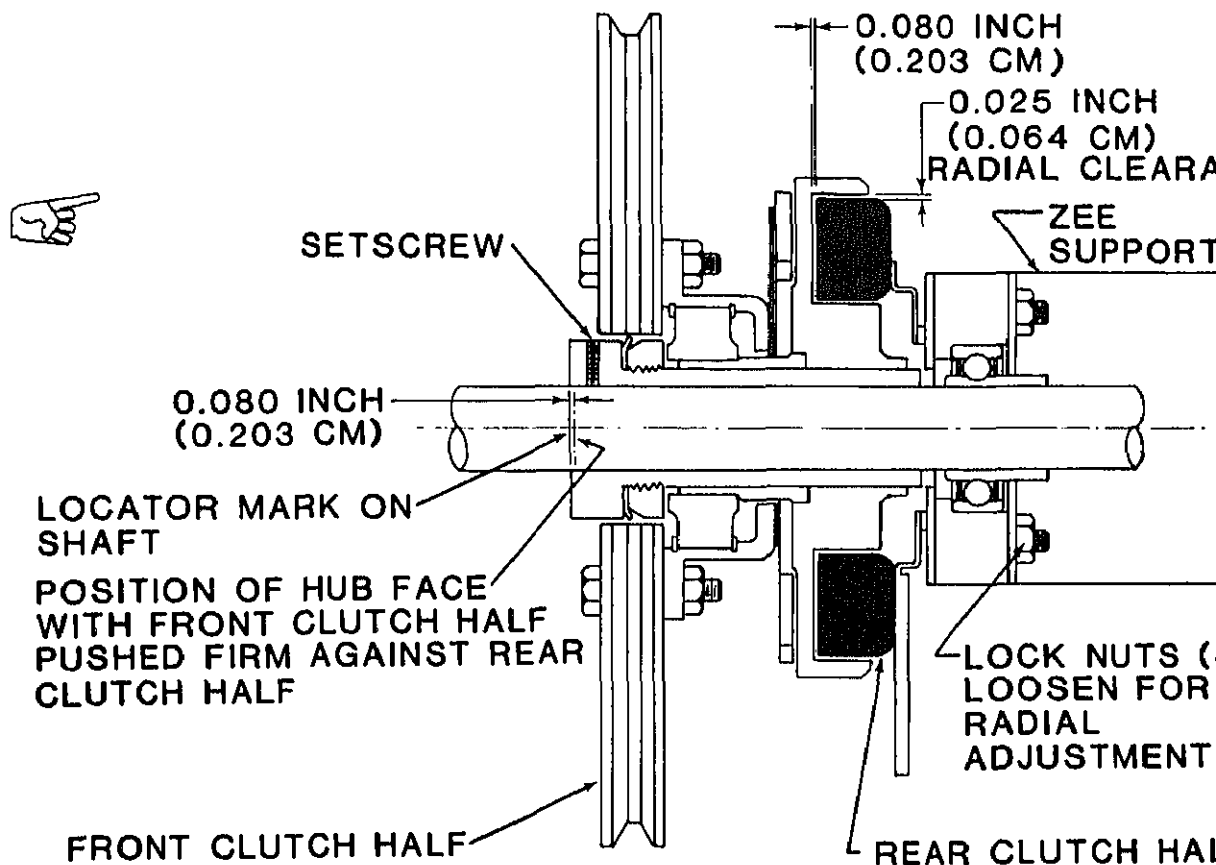
Do not permit the motor to twist or cock on its mount. Uneven belt wear and bearing damage may result.

(10) Tighten the motor mounting bolts.

(11) Close the access doors.

**a. Access.**

- (1) Disconnect power.
- (2) Open condenser side access doors.

**b. Adjust. (See figure 4-25).**

TS-4110-23

Figure 4-25. Clutch Adjustment F10000RG-2

(5) Push front clutch half back firm against rear clutch half.

(6) Mark shaft at 0.080 inch (0.203 cm) out from face of front clutch half face.

(7) Move front clutch half out to mark and tighten the two setscrews.

Follow-on procedure: Install fan drive belt.  
(See paragraph 4-44.)

c. Removal. (See figure 4-23).

(1) Remove the nut and washer from the condenser end of the fan drive shaft.

(2) Loosen the two setscrews and slide the fan off of the end of the shaft. Take care not to fins. Take care that the shaft key is not lost.

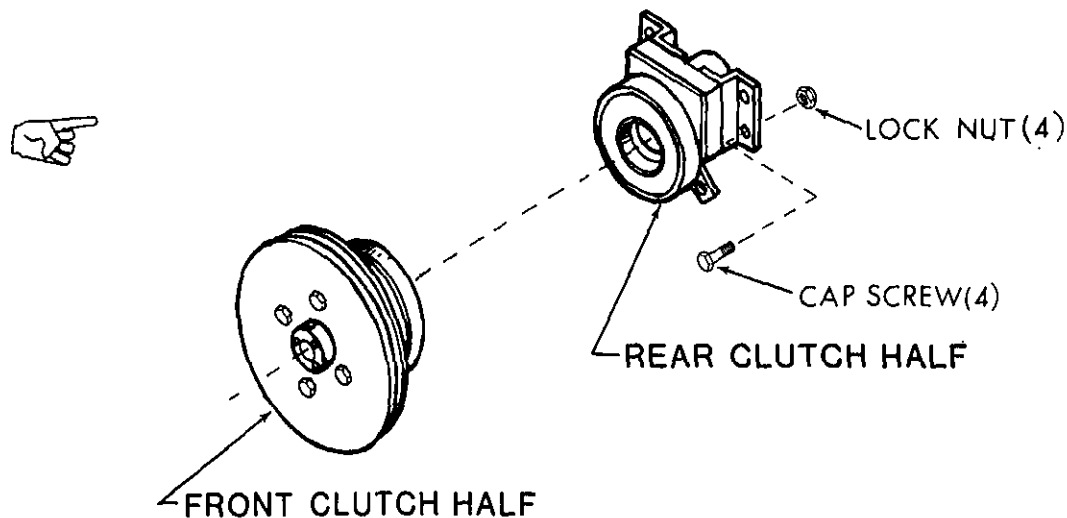
(3) Remove the two cap screws and lock nuts and the bearing support spacer and gas

(4) Loosen the setscrew in the pillow block bearing locking collar. Using a drift pin or a turn the collar opposite to the direction of the shaft rotation to release the locking device.

(5) Slide the bearing and locking collar off of the shaft.

(6) Loosen the idler arm setscrew and release belt tension.

(7) Slip belt off clutch pulley and place it out of the way toward the heat shield wall.



- 1) Slip the rear clutch half on to the shaft and secure with four cap screws and lock nuts.
- 2) Tighten the setscrews in the bearing.
- 3) Slip the front clutch half on the shaft and adjust per figure 4-25 and paragraph 4-49b. Tighten the setscrews.
- 4) Loosely assemble the belt on the pulley.
- 5) Slide the locking collar and bearing on the shaft.
- 6) Install the condenser fan and bearing support bracket with six cap screws.
- 7) Position the idler pulley bar support and secure it in place with two each cap screws and lock nuts in the upper holes and a cap screw and lock washer in the lower hole.
- 8) Slip the bearing support spacer and gasket into place and secure the bearing with two cap screws and lock nuts.
- 9) Using a spanner wrench or a drift pin turn the bearing locking collar the same direction as the shaft rotation to lock in place on the end of the bearing and tighten the setscrew.
- 10) Check to see that the fan key is in place on the shaft.
- 11) Align the fan hub keyway and the shaft and key and slide the fan into place on the shaft. Take care not to damage the coil fins.
- 12) Apply Loctite to both fan hub set screws and tighten them on the shaft and key.
- 13) Restrain shaft with appropriate tool and install the nut and washer on the end of the shaft.
- 14) Push the idler pulley to bring proper tension in the fan belt. Proper tension is a deflection of 1/2 inch midway between the pulleys. Tighten the idler pulley setscrew.
- 15) Close the access doors.
- 16) Connect power.

#### **FLANGE BEARING**

See figure 4-22 or 4-23.

Access.

- 1) Disconnect power.
- 2) Open condenser side access doors.



(2) Remove four cap screws and nuts from the flange bearing.

(3) Loosen the setscrew in the bearing locking collar and using a spanner wrench or a brass drift pin turn the collar opposite to the direction of the shaft rotation to release the locking device.

(4) Slide the bearing and locking collar off of the shaft.

d. Installation.

(1) Slide the bearing and the locking collar on to the shaft.

(2) Attach the bearing using 4 cap screws and nut.

(3) Using a spanner wrench or a brass drift pin turn the bearing locking collar the same direction as the shaft rotation to lock in place on the end of the bearing and tighten the setscrew.

(4) If a lubrication fitting was not supplied with the new bearing, remove the fitting from the old bearing and obtain a new one. Remove the plug in the bearing and install the lubrication fitting.

(5) For the F10000R-6 see paragraph 4-48c and install the fan shaft pulley. For the F10000RG-6 see paragraph 4-49d and install the clutch.

**4-51. MOTOR PULLEY (F10000R-6)**

See figure 4-22.

a. Access.

(1) Disconnect power.

(2) Open the left side condenser access door.

b. Removal.

(1) Loosen the motor mounting bolts and slide the motor so that the belt can be removed from the pulley.

(2) Remove the two cap screws from the pulley bushing.

(3) Remove the pulley from the bushing. If necessary the two cap screws removed in (2) above can be used as jack screws by screwing them into the tapped holes in the bushing flange.

(4) Remove the bushing from the shaft. Take care that shaft key is not lost.

c. Installation.

(1) Loosely assemble the pulley and pulley bushing and slide them on the shaft over the shaft key.

(2) Align the pulley face with the pulley on the fan shaft and tighten the cap screws in the pulley bushing.

(5) Close the access doors.

(6) Connect power.

## **52. ENGINE PULLEY (F10000RG-2)** See figure 4-23.

### **a. Removal.**

(1) Disconnect power and open side access doors.

(2) Loosen the four gasoline engine bolts. There is an access slot on the lower left front of the compressor mount to move the engine and release belt tension. Be sure you turn the same number of full turns.

(3) Use a 3/4 inch socket and socket wrench with an extension and turn the engine mount adjusting screws located under the compressor mount to move the engine and release belt tension. Be sure you turn the same number of full turns.

(4) Remove the belts from the engine pulley.

(5) Remove the two cap screws from the pulley bushing.

(6) Remove the pulley from the bushing. If necessary the cap screws removed in (5) above can be used to hold the bushing in place by screwing them into the tapped holes in the bushing flange.

(7) Remove the bushing from the shaft. Take care that shaft key is not lost.

### **b. Installation.**

(1) Loosely assemble the pulley and pulley bushing and slide them on the shaft over the shaft key.

(2) Align the engine pulley with the pulley on the compressor and tighten the cap screws in the bushing.

(3) Place the belts on the pulley.

(4) Use a 3/4 inch socket and socket wrench with an extension and turn the engine mount adjusting screws located under the compressor mount to move the engine. Proper belt tension is a deflection of 13 mm (1/2 inch) midway between the pulleys.



Both adjusting screws must be moved the same amount. Do not permit the engine to twist or cock on its mount. Uneven belt wear and bearing damage will result.

(5) Tighten the four engine mounting bolts.

(6) Close the access doors.

(7) Connect power.

a. Removal.

- (1) Disconnect power and open side access door.
- (2) Loosen the idler arm screw and relax the belt tension.
- (3) Remove the fan drive belt from the compressor pulley.
- (4) Loosen the four gasoline engine bolts. There is an access slot on the lower left front of the cabin for the front bolts.
- (5) Use a 3/4 inch socket and socket wrench with an extension and turn the engine mount adjusting screws located under the compressor mount to move the engine and release belt tension. Be sure you turn the same number of full turns.
- (6) Remove the belts from the compressor pulley.
- (7) Remove the cap screw, lock washer and flat washer from the center of the compressor shaft.
- (8) Remove the pulley. Take care that the shaft key is not lost.

b. Installation.

- (1) Align the key and keyway and slide the pulley into place on the compressor shaft. Secure with a cap screw, lock washer and flat washer.
- (2) Place the two belts from the engine on the two inside grooves.
- (3) Use a 3/4 inch socket and socket wrench with an extension and turn the engine mount adjusting screws located under the compressor mount to move the engine. Proper belt tension is a deflection of 1/2 (.3 cm) midway between the pulleys.

**CAUTION**

Both adjusting screws must be moved the same amount. Do not permit the engine to twist or cock on its mount. Uneven belt wear and bearing damage will result.

- (4) Tighten the four engine mounting bolts.
- (5) Place the fan drive belt back on the compressor pulley.
- (6) Push the idler pulley to bring proper tension in the fan belt. Proper tension is a deflection of 1/2 (.3 cm) midway between pulleys. Tighten the idler pulley setscrew.
- (7) Close the access doors.
- (8) Connect power.

Always disconnect power from battery (F10000RG-2) or power source (F10000R-6) prior to performing internal maintenance. The unit could get turned on while you are working inside.

#### **4-55. CLEANING OF CONDENSER COIL AND HOUSING**

a. Access (See fig. 4-12)

- (1) Disconnect power.
- (2) Remove 8 screws and lock washers and remove the condenser air inlet screen.
- (3) Open the slide access doors.

b. Cleaning.

**WARNING**

*Compressed air used for cleaning purposes will not exceed 30 PSI (2.1 kg/cm<sup>2</sup>)*

- (1) Clean coil with a soft bristled brush, or use compressed air at 30 psi or less from the inside face of coil to blow the dirt out. Take care to avoid fin damage.
- (2) Check fins for dents, bent edges or any condition that would block or distort air flow. Straighten damaged fins with a plastic fin comb.
- (3) Should a leak or any other damage to the coil or housing be noted contact direct support maintenance.
- (4) Install the condenser air inlet screen with 8 screws and lock washers.
- (5) Close access doors.
- (6) Connect power.

#### **4-56. CLEANING OF EVAPORATOR COIL AND HOUSING**

**NOTE**

For best results wait until a defrost cycle has been completed or unit has been shut down long enough for coil to be defrosted.

- (2) Remove 12 screws and lock washers and remove the evaporator air housing and screen.
- (3) Remove 3 screws and lock washers and remove the top evaporator screen.

**WARNING**

Compressed air used for cleaning purposes will not exceed 30 PSI (2.1 kg/cm<sup>2</sup>).

**b. Cleaning.**

(1) Clean coil with a clean soft bristled brush, or use compressed air at 30 psi or less from the back of the coil to blow the dirt out. Take care to avoid fin damage. Take care that supplies stored in the box are not contaminated.

(2) Wipe the inside and outside surfaces of the housing with a clean cloth.

(3) Check fins for dents, bent edges or any condition that would block or distort air flow. Straighten damaged fins with a plastic fin comb.

(4) Should a leak or any other damage to the coil or housing be noted contact direct support.

(5) Install the top evaporator screen with 3 screws and lock washers.

(6) Install the evaporator air housing and screen with 12 screws and lock washers.

(7) Connect power.

**4-57. DEFROST TERMINATION THERMOSTAT (F10000RG-2)**

**a. Access. (See fig. 4-12).**

(1) Disconnect power.

(2) Remove 12 screws and lock washers and remove the evaporator air housing and screen.

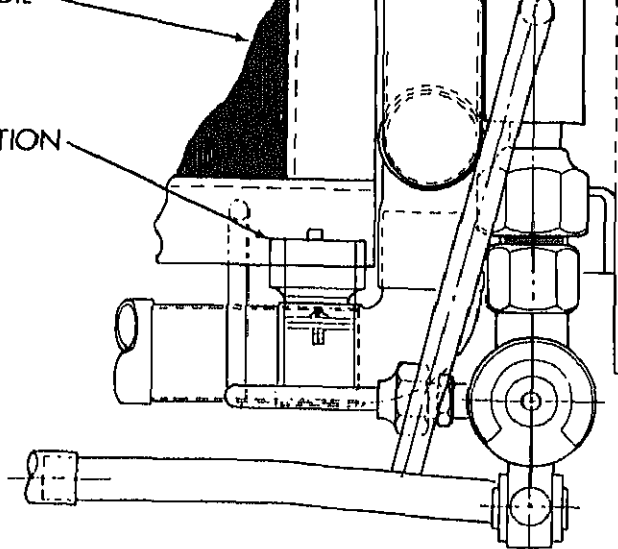
**b. Removal. (See fig. 4-27).**

(1) Tag and disconnect wire leads.

(2) Remove two screws and lock nuts and take the clamp and thermostat off of the refrigerant line.

**c. Testing.** The thermostat opens on temperature rise at  $45 \pm 4^{\circ}\text{F}$  ( $7.2 \pm 2.2^{\circ}\text{C}$ ). It closes on temperature decrease at  $25 \pm 4^{\circ}\text{F}$  ( $3.9 \pm 2.2^{\circ}\text{C}$ ).

DEFROST TERMINATION  
THERMOSTAT



TS-4110-234-14/4-27

Figure 4-27. Defrost Termination Thermostat F10000RG-2

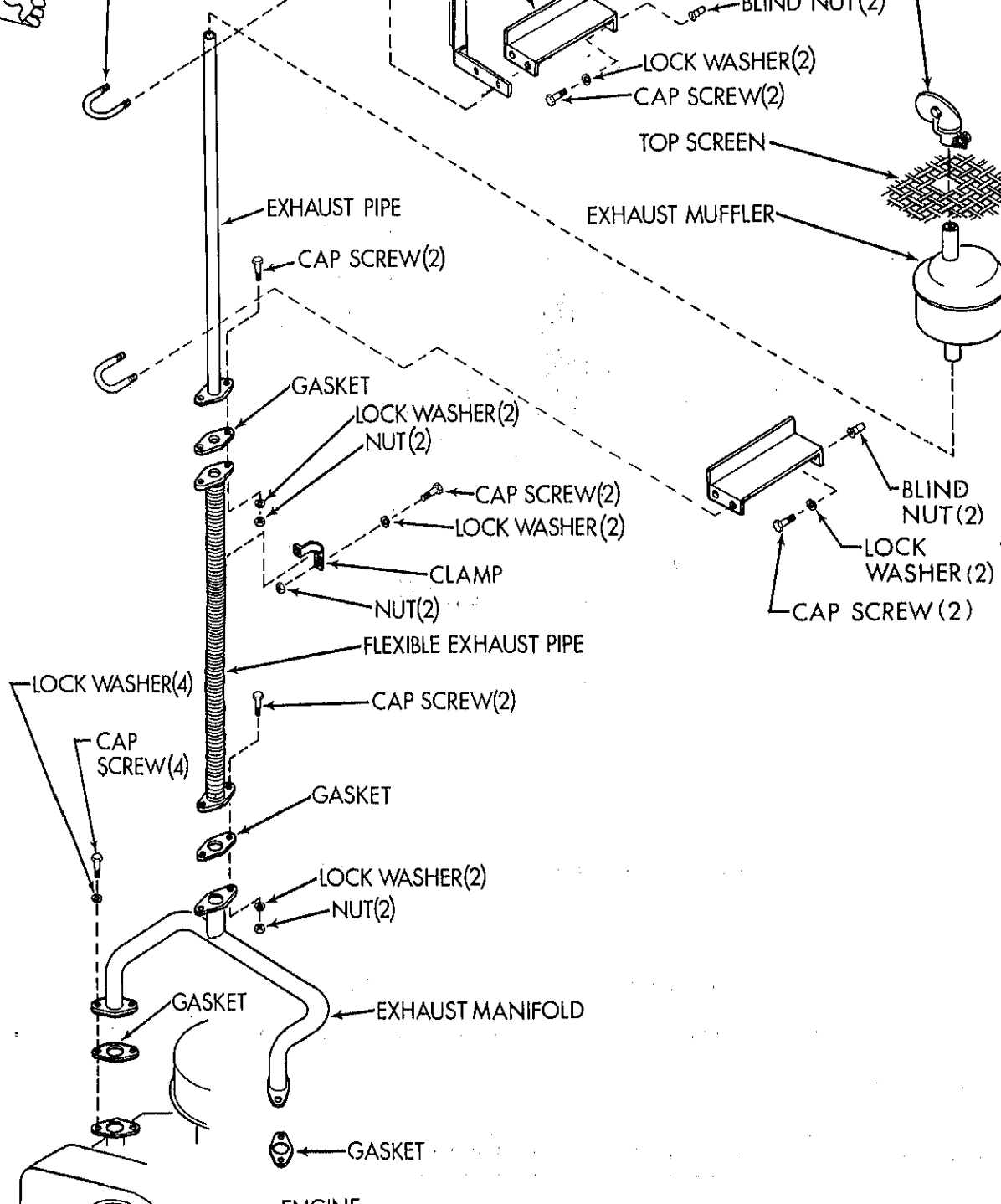
- (2) Connect the wire leads. See tags and wiring diagram figure 4-6.
- (3) Install the evaporator air housing and screen and secure it with 12 screws and lock washers.
- (4) Connect power.

#### 58. MUFFLER AND ENGINE EXHAUST SYSTEM (F10000RG-2)

See figure 4-28.

#### **WARNING**

If it is necessary to make adjustments while the engine is running, use extreme caution when close to hot exhausts, moving parts, etc.



The best protection against carbon monoxide inhalation is a regular inspection of the complete exhaust system. If you notice a change in the sound or appearance of exhaust system, shut the unit down immediately and have it inspected and repaired at once by a competent mechanic.

**WARNING**

Before starting work on the engine, disconnect the battery to prevent inadvertent starting of the engine.

a. Access.

- (1) Disconnect power.
- (2) Open left side access door.

b. Inspection.

- (1) If engine has been running let exhaust cool.
- (2) Check to see that all parts are in place and that hardware is not loose or missing.
- (3) Inspect entire system for excessive rust, obvious damage, loose connections and holes of any type that would cause leakage.

c. Replacement.

- (1) With the exception of the exhaust manifold all parts of the exhaust system are easily replaced. See figure 4-28 and remove any clamps and attaching hardware from the part to be replaced. Carefully disconnect it from its mating part or parts and remove it from the unit.
- (2) When it is necessary to remove the exhaust manifold the air cleaner and the choke (see paragraph 4-63 for choke removal, adjustment and installation.) must be removed prior to removing the manifold.

d. Installation.

- (1) See figure 4-28 and install the part or parts using attaching hardware and clamps shown. Be sure all joints are tight and free of leaks.
- (2) Close access doors and connect power.

**4-59. ENGINE (F10000RG-2)**

**WARNING**



a. Inspection.

(1) Turn refrigerator on-off switch to off. Disconnect at the battery if there is any chance that the unit will get turned on while you are inspecting the unit.

(2) Check oil level and condition. See paragraph 4-14 for oil changing instructions.

(3) Check for fuel and oil leaks.

(4) Inspect the following items. See paragraphs referenced for specific instructions.

Alternator belt (para 4-60).

Alternator (para 4-61).

Air cleaner (para 4-62).

Choke (para 4-63).

Carburetor (para 4-64).

Governor (para 4-65).

Cooling shroud (para 4-66).

Oil filter (para 4-67).

Spark plugs (para 4-68).

Spark plug leads (para 4-68).

Points (para 4-69).

Starter (para 4-70).

Starter solenoid (para 4-71).

Spark advance (para 4-72).

(5) Check block for cracks and visible damage.

b. Test, Adjust and Repair. See specific paragraph for component of engine to be tested, adjusted or repaired.

c. Compression testing. (with warm engine)

(1) Remove the spark plugs.

(2) Insert a compression gage in one of the spark plug holes.

(c) Install the spare page.

(6) If the gage readings are below 90 psi or if the readings vary more than 10 psi between cylinder the condition to direct support maintenance.

d. Remove.

(1) Be sure that unit is turned off or that battery is disconnected.

(2) Open all four access doors.

(3) In order to remove the engine the fuel tank must be removed. (See fig. 4-29).

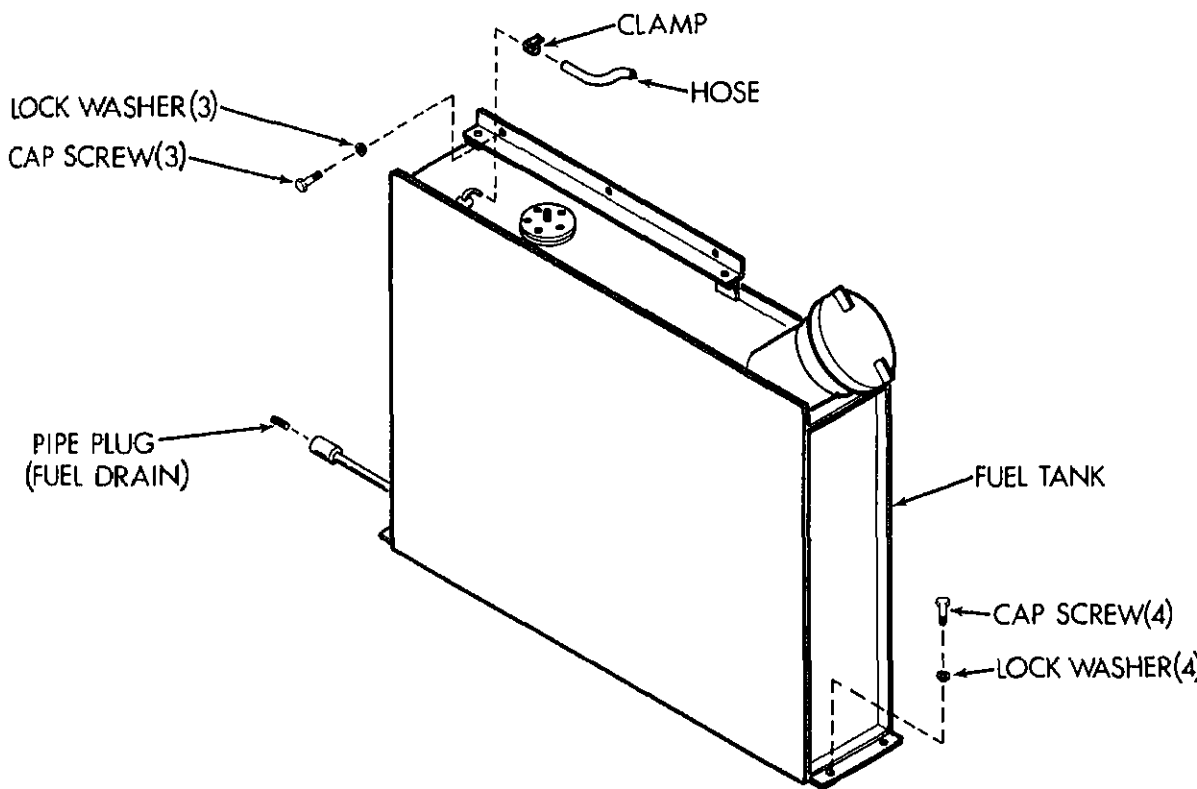


Figure 4-29. Fuel Tank F10000RG-2

TS-4110-234

(4) The fuel drain pipe plug is accessible through a hole on the lower left side of the unit.

It may be necessary to push the refrigeration line from the bottom of the sight glass into the heat shield wall slightly to gain clearance.

(9) Disconnect the engine exhaust at the connection between the flexible exhaust pipe and the exhaust manifold. (See fig. 4-28)

(10) Tag and disconnect the wires to the engine. This includes the wires to the choke, the alternator, the pressure switch, the starter and solenoid, and ground wires.

(11) Loosen the four gasoline engine bolts. There is an access slot on the lower left front of the cabinet for the front bolts.

(12) Use a 3/4 inch socket and socket wrench with an extension and turn the engine mount adjustment screws located under the compressor mount to move the engine and release belt tension. Be sure you turn both screws the same number of full turns.

(13) Remove the belts from the engine pulley. Tie or tape the belts up out of the way where they will not have oil or fuel spilled on them.

(14) Remove the four sets of engine attaching hardware.

**WARNING**

The engine weighs 148 pounds (67.0 kg).  
Use adequate personnel or lifting devices.

(15) Lift the engine from the frame.

(16) If engine is to be replaced with a new one, remove the exhaust manifold and install them on the replacement engine. See paragraph 4-63 for choke installation and adjustment.

e. Installation.

**WARNING**

The engine weighs 148 pounds (67.0 kg).  
Use adequate personnel or lifting devices.

(1) Using a suitable lifting device, lower the engine to the mounting base and align the holes.

(2) Loosely install the four sets of mounting hardware.

(3) Place the two belts from the compressor pulley on the engine pulley.

(4) Use a 3/4 inch socket and socket wrench with an extension and turn the engine mount adjustment

Check the belt alignment, adjust using the adjusting screws under the compressor mount if necessary.

Tighten the four engine mounting bolts.

See tags and wiring diagram figure 4-6 and connect all wires.

See figure 4-28 and connect the flexible exhaust pipe to the exhaust header. Be sure that the connection is tight and free of leaks.

Carefully install the fuel tank through the left side door opening.

### NOTE

It may be necessary to push the refrigeration line from the bottom of the sight glass into the heat shield wall slightly to gain clearance.

Align the fuel tank mounting holes and secure the tank in place with 7 cap screws and lock washers.

Connect the fuel hoses to the fuel tank and engine carburetor.

Check engine to see that oil filter is in place and is tight. Check to see that oil has been added. If it has, follow oil per lubricating instructions (see para. 4-10).

Check to see that the fuel drain plug is tight and fill the fuel tank.

Check engine and fuel tank for leaks.

Connect battery cables.

Close access doors.

Start unit and operate for a short time and again check engine and fuel tank for oil or fuel leaks.

**ALTERNATOR BELT (F10000RG-2)** See figure 4-30.

Replace.

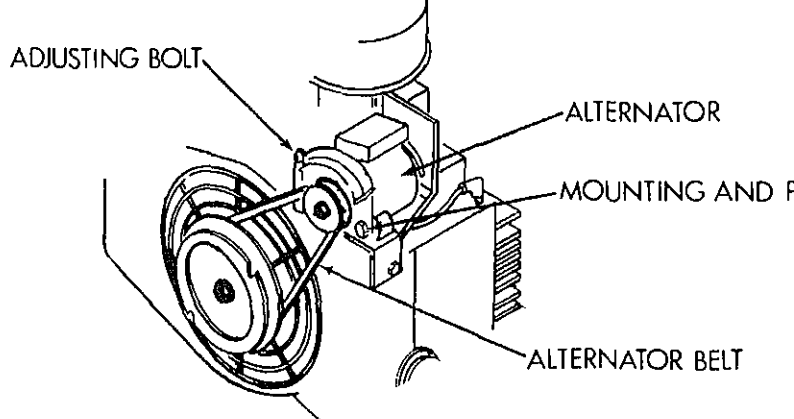
Ensure that unit is turned off or disconnected and open lower left front access door.

Loosen the mounting and pivot bolt and the adjusting bolt.

If belt is bad replace it.

Ensure that belt is properly seated in the two pulleys.

Use a small pinch bar to pry up and apply tension on the belt. Proper tension is a deflection of 1/2 inch (1.3 cm) way between the pulleys.



TS

Figure 4-30. Alternator Belt F10000RG-2

h. Check belt for proper tension after a few hours operating time.

#### **4-61. ALTERNATOR (F10000RG-2)**

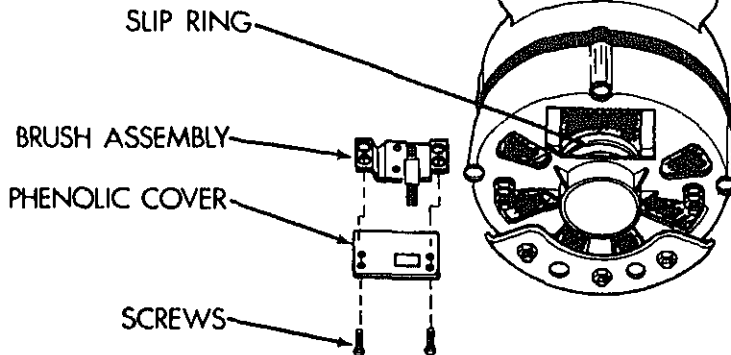
a. Inspect.

- (1) Be sure that unit is turned off or disconnected at battery.
- (2) Open the front access doors.
- (3) Check to see that belt is in place and tight (see para 4-60).
- (4) Check that wire connections are tight and not broken.
- (5) Check that both the adjusting bolt and mounting and pivot bolts are tight.

b. Test.

- (1) Remove brush assembly (see figure 4-31).

Remove the three screws which fasten the voltage regulator to the alternator. Disconnect the leads and remove the regulator.



TS-4110-234-24/4-31

Figure 4-31. Alternator Brush Removal F1000RG-2

(3) Now move the one ohmmeter lead from the bracket to the insulated brush. Use an alligator clip on the brush. Be careful not to chip it. Resistance reading should be zero (continuity).

(4) Connect the ohmmeter leads to the grounded brush and the bracket. Resistance should be zero (continuity).

(5) Reverse the procedure in (1) above to reinstall the brush.

c. Removal. (See figure 4-30).

(1) Tag and disconnect the wires from terminals located at the rear of the alternator.

(2) Loosen the drive belt adjusting bolt and remove the belt from the alternator pulley.

(3) Remove the adjusting bolt from the adjustment bracket and the mounting and pivot bolt near the right corner.

d. Installation.

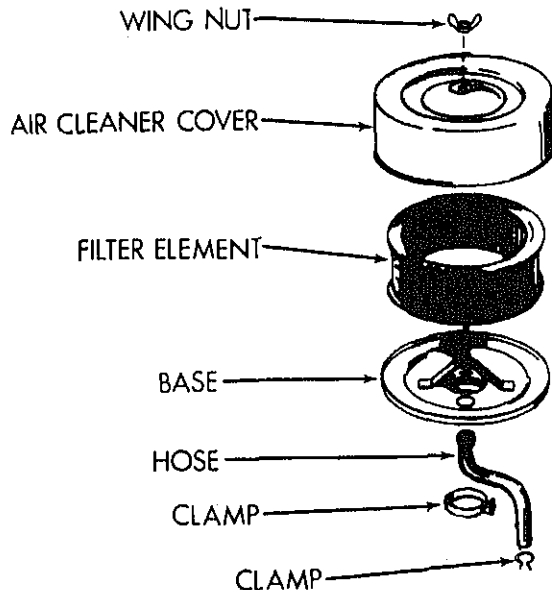
(1) Install, but do not tighten, using the two bolts removed in (3) above.

(2) Install the drive belt on the pulley, adjust the position of the alternator to achieve proper tension and tighten the two bolts. Proper tension in the belt is achieved by obtaining a deflection of 1/2 inch between the two pulleys.

(3) See tags and wiring diagram figure 4-6. Reconnect the wires to the terminals on the back of the alternator.

(4) Close access doors and connect power.

b. Removal. (See figure 4-32).



TS-4110-234-

Fig. 4-32. Air Cleaner F10000RG-2

(1) Remove the wing nut.

(2) Lift the air cleaner cover and the filter element up and out of the unit.

c. Cleaning.

(1) Check and clean the air cleaner every 25 hours. Replace it with a new one every 100 hours or more frequently in extreme dusty conditions.

(2) Clean by tapping the element gently on a flat surface.



Do not run engine with air cleaner removed. Intake of dirty air or solid material will cause severe damage to engine parts.

d. Installation.

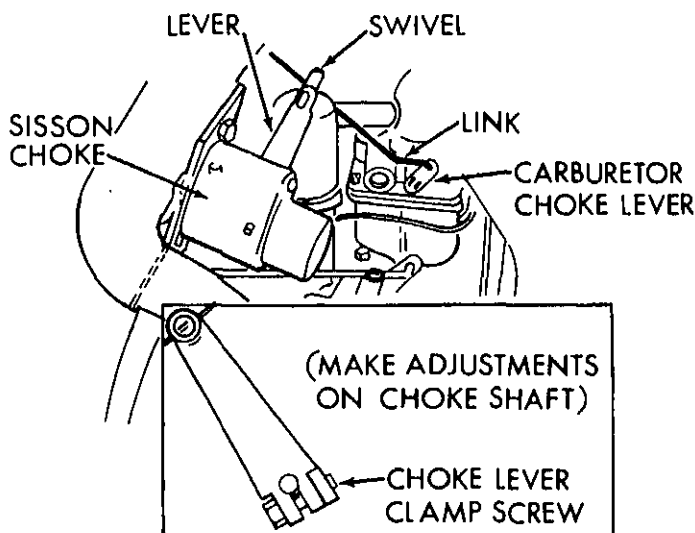
E (F1000RG-2)

re that the unit is turned off. If there is a chance that someone will turn it on, disconnect the

the left side access door.

(See figure 4-33).

should not require any seasonal readjustment, but if adjustment becomes necessary proceed as



TS-4110-234-14/4-33

Figure 4-33. Choke F1000RG-2

choke lever up and insert a 1/16-inch (1.59 mm) diameter rod through shaft hole (opposite end from  
gauge rod in notch of mounting flange, to lock shaft in place.



swivel.

- (3) Tighten swivel screw.
- (4) See para 4-63b for adjustments.
- (5) Connect battery if it was disconnected.
- (6) Close access doors.

#### **4-64. CARBURETOR (F10000RG-2)**

Access.

(1) Be sure that the unit is turned off. If there is a chance that someone will turn it on, disconnect battery.

- (2) Open the left side access door.
- (3) See paragraph 4-62 and remove the air cleaner.

b. Inspect.

- (1) Check for signs of fuel leakage.
- (2) Check for loose or missing linkages.
- (3) Check that float is not damaged.

c. Adjust. (See figure 4-34).

(1) If necessary to reset the float level, use long round nose pliers to bend the lip of the float. carburetor casting inverted and the float resting lightly against the needle in its seat, there should be (7.94 mm) with metal float or 1/4 inch (6.35 mm) with Styrofoam plastic float clearance between the float gasket and the free end of the float (side opposite needle seat).

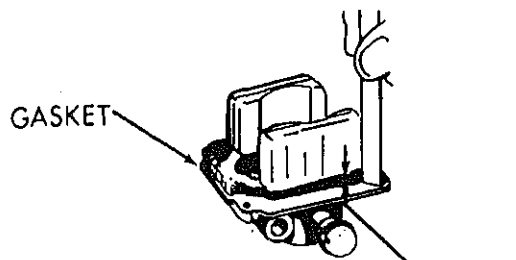
(2) The carburetor has a fuel idle adjustment which affects operation under light or no load condition. If the adjustment has been disturbed, turn the idle adjustment screw (needle off its seat) 1 to 1-1/2 turns clockwise. Then, readjust for smooth idle condition.

#### **CAUTION**

Forcing the needle against its seat will damage it. The needle does not completely shut off fuel when turned fully in.

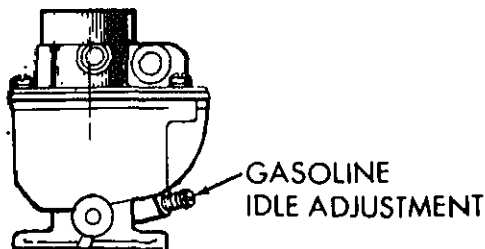
(3) The throttle stop screw should be set for the desired idle speed when the engine is operating under load connected.

(7) Close access doors.

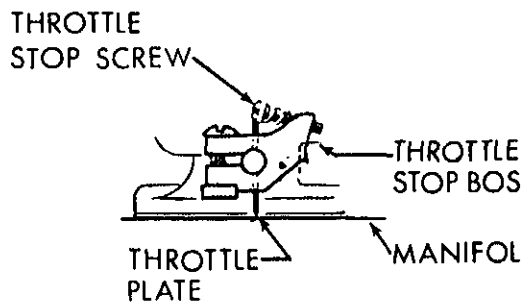


DIMENSION IS  $5/16"$  (7.94MM)  
(METAL FLOAT) OR  
 $1/4"$  (6.35MM) (STYRAFOAM  
PLASTIC FLOAT)

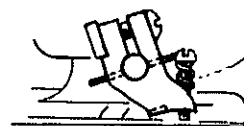
### FLOAT LEVEL ADJUSTMENT



### NEEDLE VALVE ADJUSTMENT



STARTING POSITION



IDLING POSITION

### THROTTLE STOP SCREW ADJUSTMENT

TS-4110-234-14

Figure 4-34. Carburetor Adjusting Points F10000RG-2

## 4-65. GOVERNOR (F10000RG-2)

a. Access.

(1) Check to see that all parts are in place and free of dirt and obstruction.

(2) Clean and lubricate the steel ball joints of the governor linkage, using a drop of light oil or grease. The linkage must be able to move freely through its entire range.

(3) Check the governor arm, linkage, throttle shaft, and lever for a binding condition or excess wear at connecting points. A binding condition at any point will cause the governor to act improperly and regulation will be poor. Excessive looseness will cause a hunting condition and regulation will be poor.

(4) Install the air cleaner (see para 4-62).

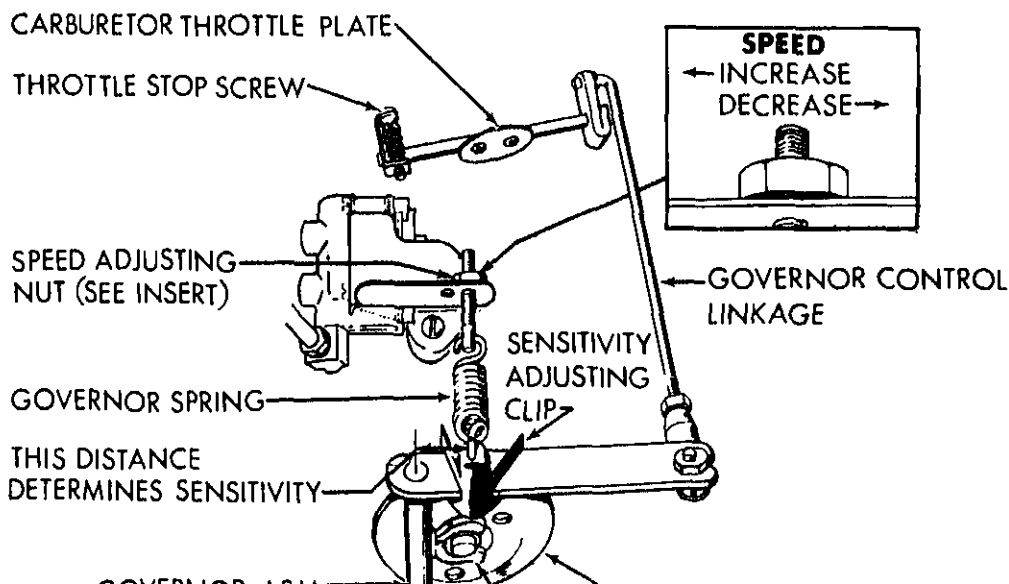
c. Adjust. (see figure 4-35).

### WARNING

If it is necessary to make adjustments while the engine is running, use extreme caution when close to hot exhausts, moving parts, etc.

### NOTE

On a new replacement engine the governor is set at the factory to allow a nominal engine speed of 2400 rpm at no load operation. Proper adjustment is one of the most important factors in maintaining desired engine power and speed.



contaminated with oil or fuel.

the length of the governor linkage.

### NOTE

engine starts at wide open throttle. The length of the linkage connecting the governor to the throttle shaft and lever is adjusted by rotating the ball joint. Adjust this length so that with the engine stopped and tension on the governor spring, the stop on the carburetor throttle shaft just contacts the underside of the carburetor bowl. This setting gives immediate control by the governor after starting. It also synchronizes the travel of governor arm and the throttle shaft.

**Adjustment.** Adjust the governor spring tension for nominal engine speed at no load operation. No load speed should be slightly higher than the speed under load. A reliable instrument for engine speed is required for accurate governor adjustment. Engine speed can be checked with a

### NOTE

difficult to determine after long usage, if the governor spring has become fatigued. If properly making all other adjustments, the regulation is still erratic, install a new spring.

**Sensitivity Adjustment.** Check engine rpm drop between no load and full load operation. The drop must be 100 rpm. To increase sensitivity shift the adjusting clip (fig. 4-35) toward the governor shaft. To decrease sensitivity shift toward the linkage end.

### NOTE

Too sensitive a setting will result in a surging speed (hunting) condition (alternate increase and decrease in engine speed). An opposite setting will result in too much speed regulation between no load and full load conditions. Thus, the correct position of the clip (fig. 4-35) will result in the most stable speed regulation without causing a surge condition.

After a sensitivity adjustment, recheck the speed adjustment. Increasing sensitivity will cause a drop in speed and will require a slight increase in the governor spring tension.

**Throttle Stop Screw.** The throttle stop screw should be set at 1/32-inch (0.794 mm) distance from the carburetor bowl when the engine is operating with no load connected (fig. 4-34).

**NG SHROUD (F10000RG-2)**

• loose or missing hardware.

• obvious damage.

**4-67. OIL FILTER (F10000RG-2)**

- a. Inspect. Check oil filter for leaks.
- b. Replacement. See paragraph 4-14.

**4-68. SPARK PLUGS AND LEADS (F10000RG-2)**

- a. Access.

- (1) Be sure that unit is turned off. If there is a chance that someone will turn it on, disconnect the battery.
- (2) Open the left side access door.
- (3) See paragraph 4-62 and remove the air cleaner.

- b. Inspect, clean and adjust (see figure 4-36).

- (1) Inspect the leads for cuts, breaks and worn areas.
- (2) Check for loose connections.

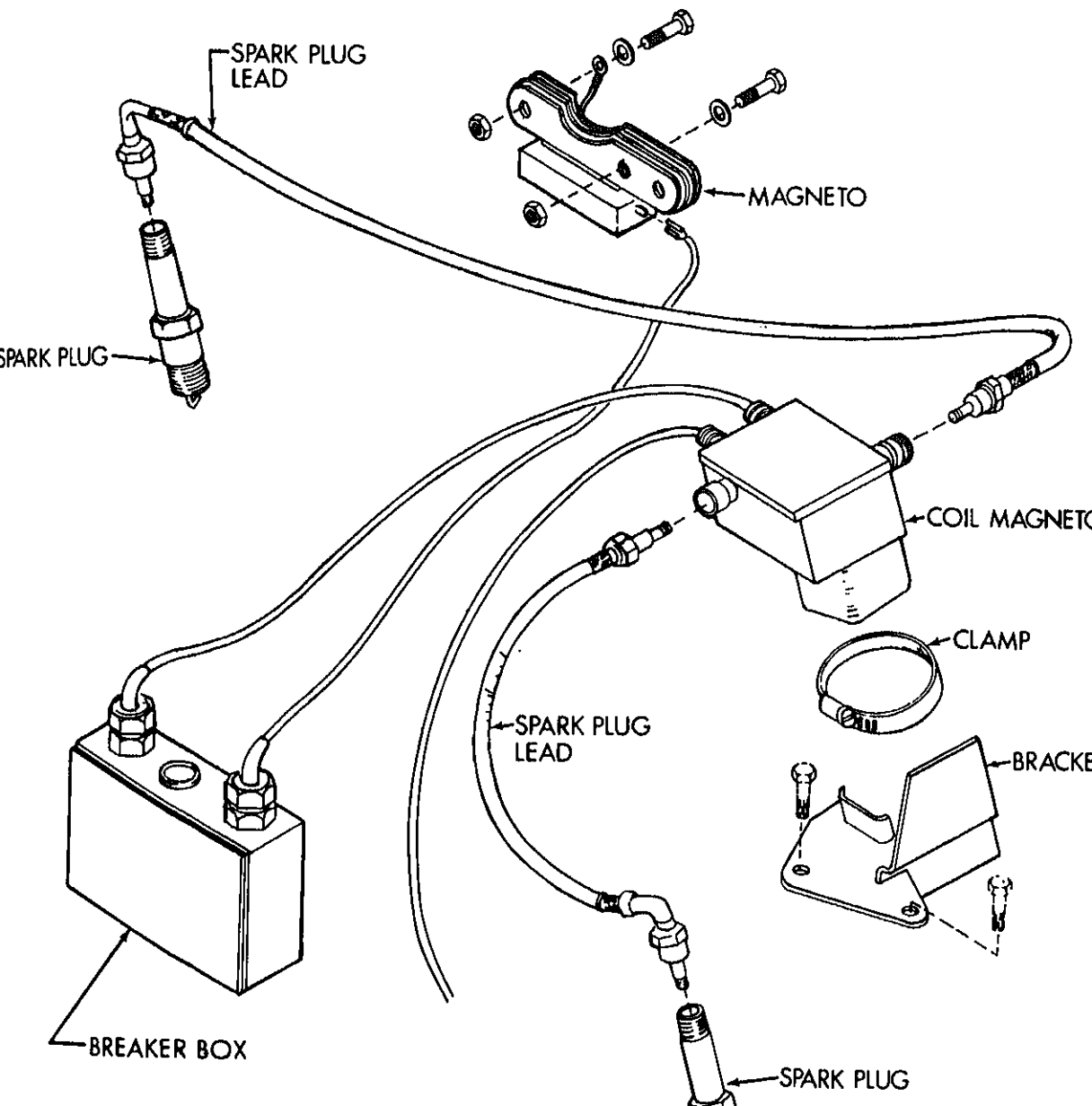
(3) To maintain maximum efficiency the spark plugs should be replaced every 100 hours. At 100 hour replacement times the spark plugs may be inspected and cleaned by wire brushing the shell and filing the electrode surfaces with a point file.

- (4) Check that the spark plugs are gapped at 0.025 inch (0.64 mm).
- (5) With an ohmmeter check the spark plug leads for continuity.

- c. Replace.

- (1) Replace spark plugs every 100 hours.
- (2) Set gap at 0.025 inch (0.64 mm).
- (3) Install plugs and leads. Be sure they are tight.
- (4) Install the air cleaner.
- (5) Connect the battery if it was disconnected.
- (6) Close access doors.

**4-69. IGNITION POINTS (F10000RG-2)**



out of the box just far enough so screw (B) can be removed. Replace points and condenser with a new set. Do not completely tighten mounting screws (A).

(2) Rotate crankshaft clockwise (facing flywheel) until points are fully open. Turn screw (C) until points measures 0.020 inch (0.51 mm) with a flat thickness gage.

(3) Tighten mounting screws (A) and recheck point gap. Place one drop of oil on breaker point

(4) Proceed to Ignition Timing Procedure.

d. Ignition Timing. Always check timing after replacing ignition points or if noticing poor performance. See figure 4-37 and proceed as follows.

(1) To check the ignition timing accurately, use a timing light when the engine is running. Connect timing light according to its manufacturer's instructions. Either spark plug can be used as the reference point simultaneously.

(2) Place a white chalk or paint mark on the timing mark.

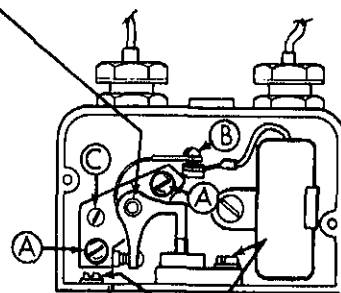
(3) Start the engine and check the timing (20° BTC).

(4) If timing needs adjustment, loosen the mounting screws on breaker box and move it left to advance or right to retard the timing.

(5) Tighten the screws on the breaker box and recheck timing.

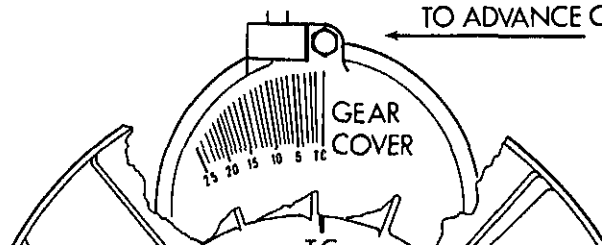
(6) Replace breaker box cover and any other hardware removed.

PLACE DROP OF OIL ON PIVOT POINT  
WHENEVER NEW POINTS ARE INSTALLED



REFERENCE MARK FOR APPROXIMATE TIMING

LOOSEN SCREW AND SHIFT BOX  
TO ADVANCE OR RETARD



The starting system for this engine is of the type known as a solenoid-shift starter. See figure 4-38. When the starter circuit is activated, battery current energizes the start solenoid. The solenoid causes an arm to push the starter pinion into the flywheel ring gear. Simultaneously, the start solenoid contacts close and allow the motor to start running. An overrunning clutch protects the starter from damage before it can be engaged from the flywheel. The refrigerator unit circuit is designed so that it will trip a circuit breaker on the control panel if the engine does not start in 30 seconds. This feature protects the starter from serious damage. Starter motors are not designed for continuous service.

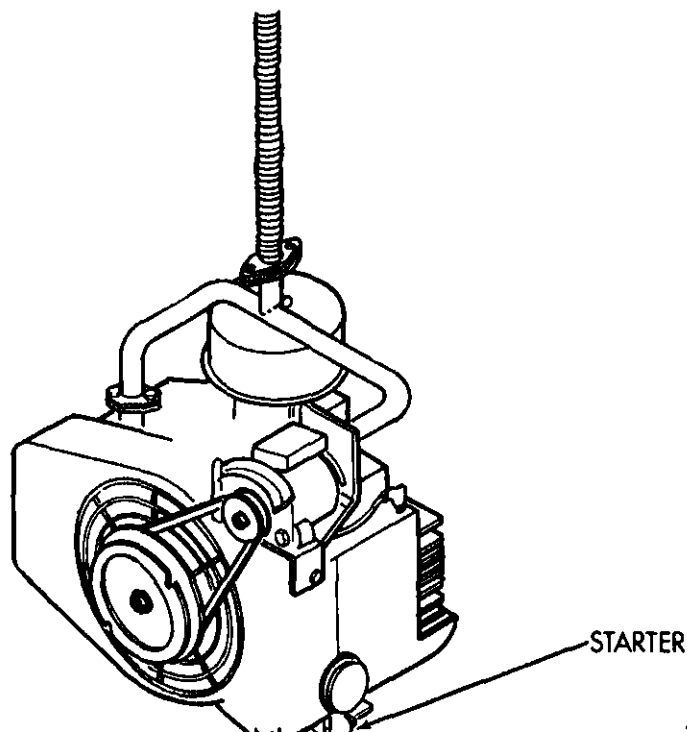
Inspect.

Turn unit off.

Check mounting for loose or missing hardware.

Examine for obvious damage.

Refer all repairs to direct support maintenance.





DO NOT SMOKE while servicing batteries. Lead acid batteries give off highly explosive hydrogen gas which can be ignited by flame, electrical arcing or by smoking. Verify battery polarity before connecting battery cables. Connect negative cable last.

See paragraph 4-9 k(1) for service of new units and replacement batteries.

a. Access. (See figure 4-4).

- (1) Turn unit off.
- (2) Open right side access door.
- (3) Remove protective cover.

b. Test.

- (1) Check specific gravity in each cell with a hydrometer. It should be 1.280 at 80°F (27°C). If it is lower, recharge the battery to bring it up to this level.
- (2) Check battery cells to make sure they are filled to the desired level — about 9/16 inches (1.4 cm) above the tops of the separators. Add distilled or drinking water as required.

c. Remove.

- (1) To disconnect cables remove the nut from the terminal adapter and remove the cable.
- (2) To remove the battery remove the three nuts and flat washers and pull the battery hold down up and out. Carefully lift the battery and battery box up and out of the unit. The battery can then be lifted out of the battery box.

d. Install. (See figure 4-4).

- (1) Place the battery in the battery box.
- (2) Carefully lift the battery and battery box and position on mounts.
- (3) Align the battery hold down studs with the holes through the battery mount and secure with three nuts and flat washers.
- (4) Connect the battery cables and the terminal adapters if they were removed. Connect negative cable last.
- (5) Poor contact at the battery cable connections is often a source of trouble. Make sure battery cables are in good condition and that contacting surfaces are clean and tightly connected. Do not reverse battery lead.
- (6) Keep the battery case clean and dry. An accumulation of moisture will lead to a more rapid discharge and battery failure.
- (7) Keep the battery terminal adapters clean and tight. After making connections, coat the terminals with a light application of petroleum jelly or grease to retard corrosion.

**WARNING**

DO NOT SMOKE or use open flame in the vicinity of the engine or fuel tank. Internal combustion engine fuels are highly flammable.

- 1) Be sure that unit is turned off or that battery is disconnected.
- 2) Open both side access doors.
- 3) The fuel drain pipe plug is accessible through a hole on the lower left side of the unit.
- 4) Drain the gasoline into a suitable container. Reinstall pipe plug.
- 5) Wipe up or flush away all spilled gasoline.
- 6) Tag and disconnect wire to fuel level sender.
- 7) Loosen clamps and disconnect fuel hoses at the fuel tank.
- 8) Remove the 3 upper and 4 lower sets of cap screws and lock washers and carefully remove the tank through the left side door opening. Leave the top support attached until the tank is out of the unit.

**NOTE**

It may be necessary to push the refrigeration line from the bottom of the sight glass into the heat shield wall slightly to gain clearance.

For component part replacement see figure 4-39. Note that with the exception of the tank body most parts will be replaced with the tank installed.

Install.

- (1) Carefully install the fuel tank through the left side door opening.

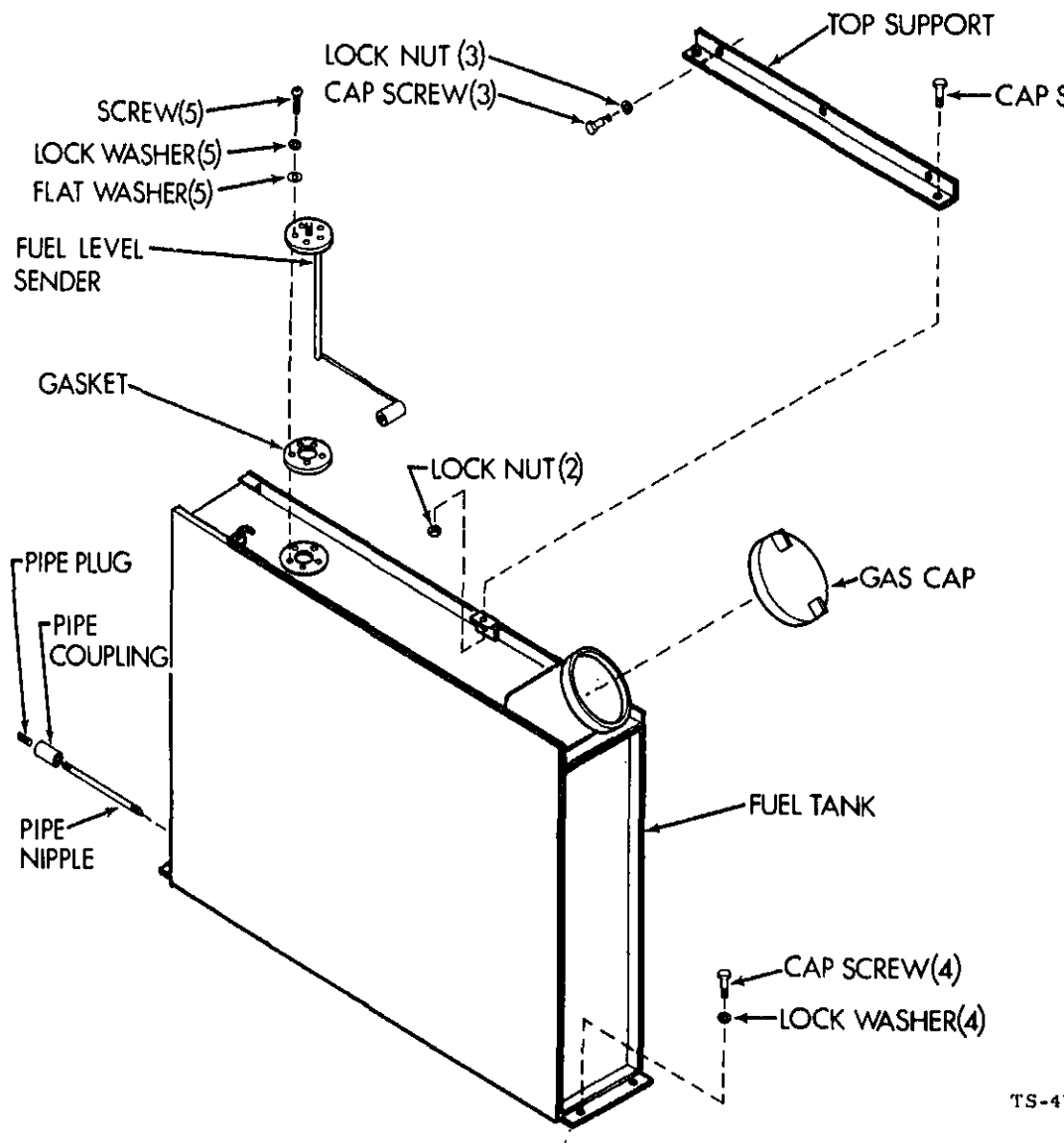
**NOTE**

It may be necessary to push the refrigeration line from the bottom of the sight glass into the heat shield wall slightly to gain clearance.

- (2) Align the fuel tank mounting holes and secure the tank in place with 7 cap screws and lock washers.
- (3) Connect the fuel hose to the fuel tank.
- (4) See tags and wiring diagram figure 4-6 and connect wire.

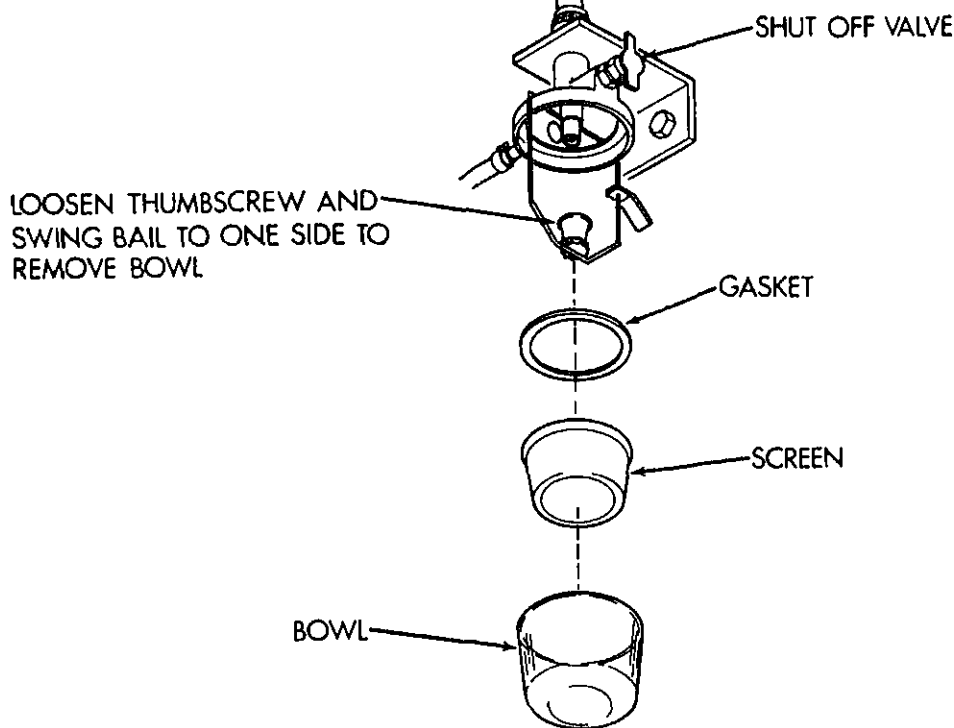
(7) Reconnect battery if it was disconnected.

(8) Close access doors.



TS-4

Figure 4-39. Fuel Tank and Components F10000RG-2



TS-4110-234-14/4

Figure 4-40. Fuel Strainer F10000RG-2

**WARNING**

DO NOT SMOKE or use an open flame in the vicinity of the engine or fuel tank. Internal combustion engine fuels are highly flammable.

- (3) Close the shut off valve on the strainer.
- (4) Place a container or rags under the strainer to catch any spilled gasoline and loosen thumbscrew and swing bail to one side.
- (5) Remove the bowl strainer and gasket.
- (6) Wipe inside of bowl with a clean cloth.

**WARNING**

(2) Swing the bail into place and tighten the thumbscrew.

(3) Open the shut off valve.

(4) Wipe up any spilled gasoline and dispose of rags in a safe place.

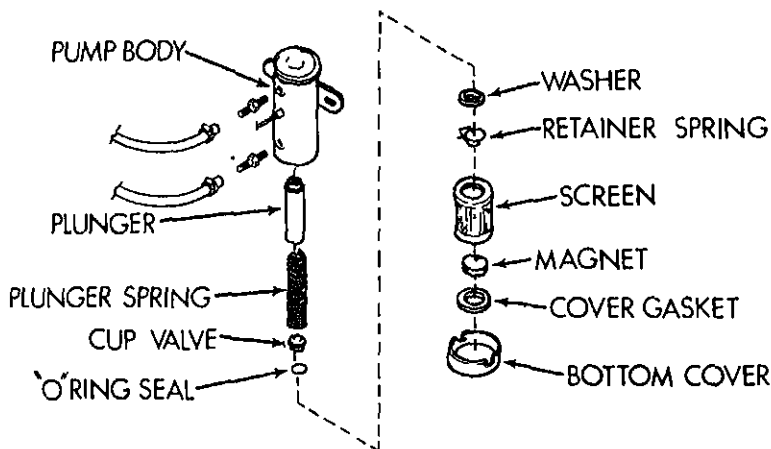
(5) Connect the battery if it was disconnected.

(6) Close access doors.

(7) Turn unit on and check strainer for leaks.

**4-74. FUEL PUMP (F10000RG-2)**

See figure 4-41



TS-4110-234-14/

Figure 4-41. Fuel Pump F10000RG-2

a. Disassembly, Clean and Inspect.

(1) Be sure that unit is turned off. If there is a chance that someone will turn it on disconnect the battery.

(2) Open the right side access door.

**WARNING**

DO NOT SMOKE or use an open flame in the vicinity of the engine or fuel tank. Internal

Clean parts in a well ventilated area.

Avoid Inhalation of solvent fumes and prolonged exposure of skin to cleaning solvent. Wash exposed thoroughly.

Dry cleaning solvent (Fed Spec P-D-680) used to clean parts is potentially dangerous to personnel property.

Do not use near open flame or excessive heat. Flash point of solvent is 100°F to 138°F (38°C to 50°C).

Wear eye protection when blowing solvent from parts. Air pressure should not exceed 30 psig (2.1 kg/cm<sup>2</sup>).

(6) Remove filter, magnet, and cover gasket. Wash filter in cleaning solvent and blow out dirt and clean solvent with air pressure. Check cover gasket and replace if deteriorated. Clean cover.

(7) Remove retainer spring from plunger tube using thin nose pliers to spread and remove ends of retainer tube. Then remove washer, "O" Ring seal, cup valve, plunger spring and plunger from tube.

(8) Wash parts in cleaning solvent and blow out with air pressure. If plunger does not wash clean there are any rough spots, gently clean surface with crocus cloth. Slopsh the pump assembly in cleaning solvent. Blow out the tube with air pressure. To do a complete job, swab the inside of the tube with a cloth wrapped around a stick.

### CAUTION

DO NOT TAMPER WITH SEAL at center of mounting bracket at side of pump as it retains the dry gas, which surrounds the Electrical System, in the upper portion of the pump.

b. Assembly.

(1) Moisten the plunger assembly and tube with motor oil. Insert the plunger assembly in the tube with the spring end first. Check fit by slowly raising and lowering the plunger in the tube. It should move without any tendency to stick. If a click cannot be heard, the Interrupter assembly is not functioning properly. In this case the pump should be replaced.

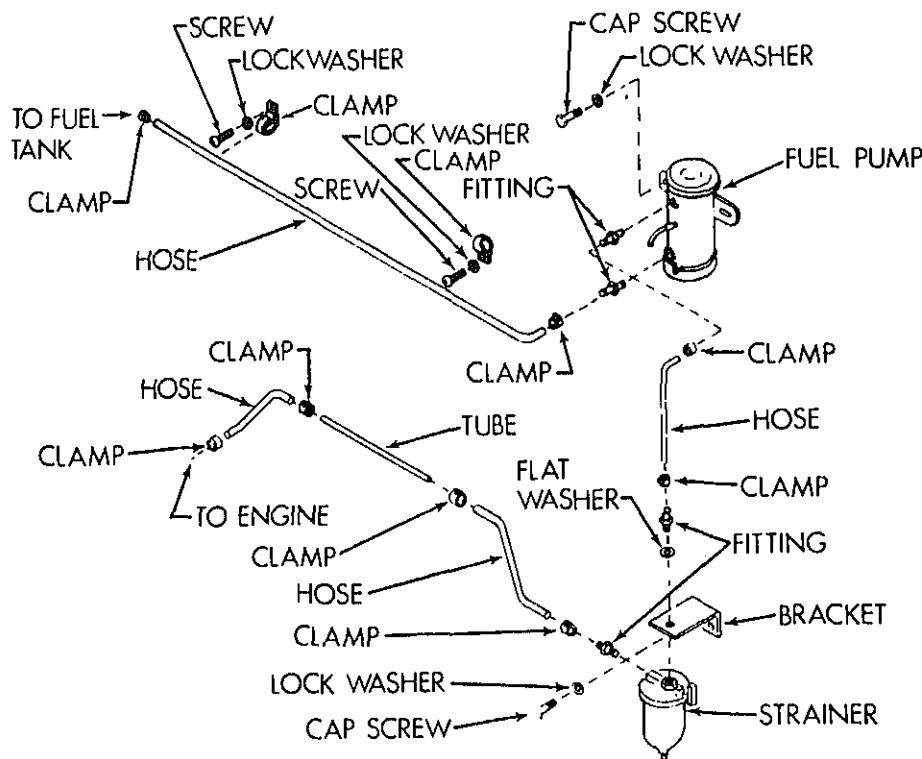
(2) To complete the assembly, install the plunger spring, cup valve, "O" Ring seal and washer as shown. Compress spring and assemble retainer with ends of retainer in side holes of tube.

(3) Place cover gasket and magnet in bottom cover and assemble filter and cover assembly. Twist cover by hand to hold in position on pump housing. With a wrench, securely tighten bottom cover.

(4) Open the strainer shut off valve.

(5) Wipe up any spilled gasoline and dispose of rags in a safe place.

(6) Connect the battery if it was disconnected.



TS-4

Figure 4-42. Fuel Hoses F10000RG-2

a. Access.

- (1) Be sure that unit is turned off. If there is a chance that someone will turn it on dis
- (2) Open the right side access door.

**WARNING**

DO NOT SMOKE or use an open flame in the vicinity of the engine or fuel tank.

- (3) Wipe up any spilled gasoline and dispose of rags in a safe place.
- (4) Connect the battery if it was disconnected.
- (5) Close access doors.
- (6) Turn unit on and check hose for leaks.

## **6. ELECTRIC MOTOR (F10000R-6)**

### **WARNING**

Disconnect power from refrigerator before performing maintenance on electrical components. The voltage used can be lethal.

#### **Access.**

- (1) Disconnect power.
- (2) Open the left side access door.

#### **Inspection/Test installed.**

- (1) Loosen the motor mounting hardware and slide the motor in far enough to remove the belt.
- (2) Spin the pulley by hand. If there is any binding or uneven pressure or unusual noises remove the motor for further repair.
- (3) Push the shaft in and out and from side to side. If there is excessive lateral or end play, remove the motor for further repair.
- (4) Be sure that power has been disconnected.
- (5) Remove the conduit box lid.
- (6) Tag and disconnect the leads to the motor.
- (7) Use a continuity tester or a multimeter set on the lowest OHMS scale to check for continuity between any two leads. If there is no continuity between any two leads an open motor winding or open motor protection is indicated. Remove for repair.
- (8) Use a continuity tester or a multimeter set on the lowest OHMS scale to check for continuity between any lead and the motor housing. If continuity is found between any lead and the housing, the motor winding is shorted. Remove for repair.



(2) See tags and wiring diagram figure 4-6 and connect leads.

(3) Install the terminal box cover.

(4) Place the fan belt on the motor pulley. Slide the motor away from the center of the unit to take up slack. Proper tension is a deflection of 1/2 inch (1.3 cm) midway between pulleys. Tighten the four mounting bolts.

**CAUTION**

Do not permit the motor to twist or cock on its mount. Uneven belt wear and bearing damage will result.

(5) Close access door.

(6) Connect power.

**4-77. UNIT HOUSING ITEMS** See figure 4-43.

a. Replacement of the dee ring lifting fittings and drain tube items can be done easily by opening appropriate access door, removing the hardware and replacing the affected part.

b. For replacement of the unit mounts and heat shield gaskets it is necessary to remove the refrigerator from the wall of the box.

c. To remove the unit mounts it is also necessary to remove the top evaporator screen or the evaporator housing and screen depending on which mount must be replaced. (See figures 4-43 and 4-12.)

d. For heat shield gasket replacement it is also necessary to:

(1) Remove the heat shield spacers (2 each gasket) and screws (2 each spacer).

(2) Should replacement gasket not be cut to length with corners mitered at 45° angles, be sure that measure and duplicate the gasket being replaced prior to removing the old one.

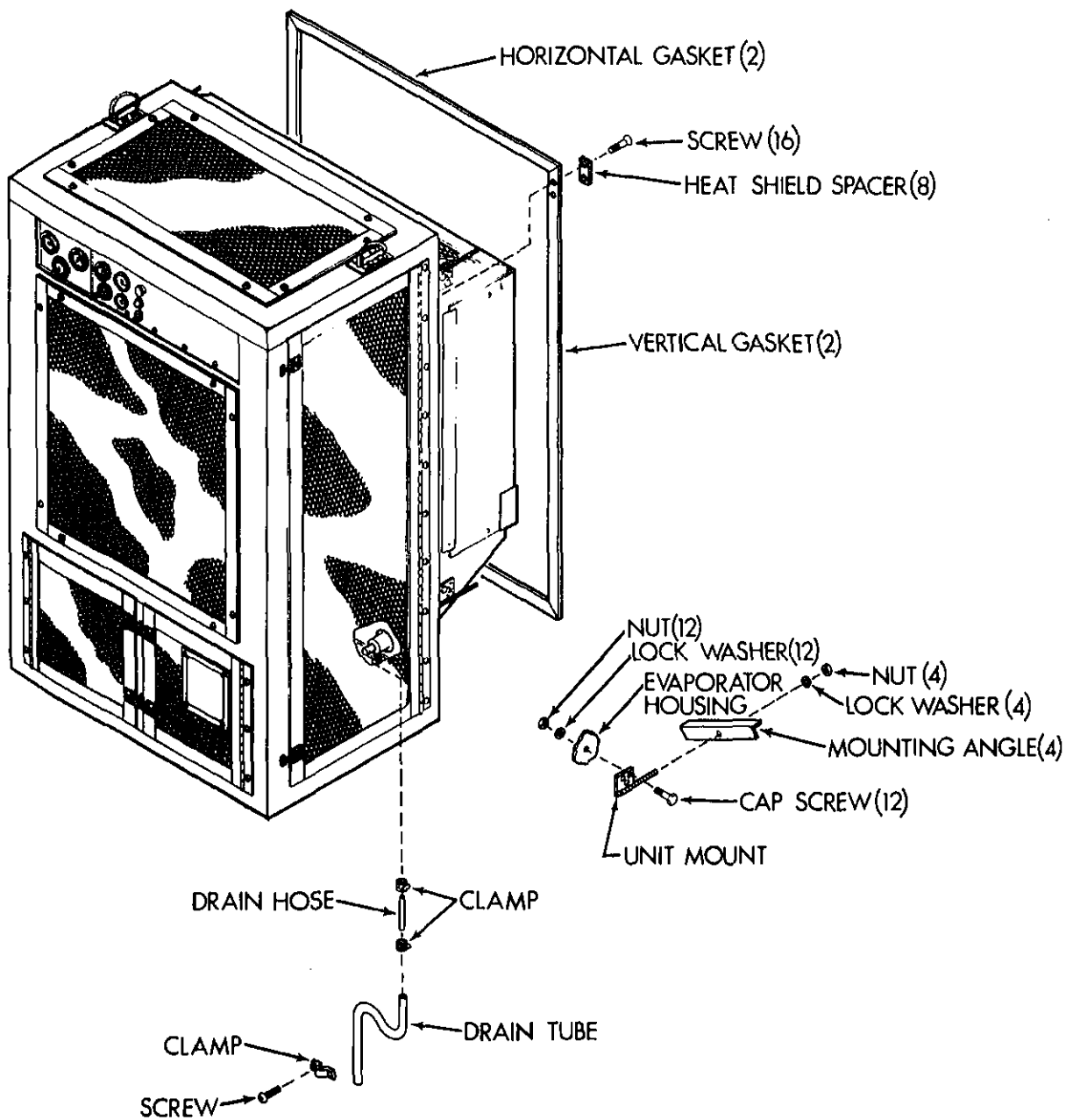
(3) Remove as much old gasket material as possible by pulling or scraping it away from the metal surface.

**WARNING**

Acetone and methyl-ethyl ketone (MEK) are flammable, and their vapors can be explosive. Repeated or prolonged skin contact or inhalation of vapors can be toxic. Use a well ventilated area, wear gloves, and keep away from sparks or flame.

(4) Soften and remove old adhesive and gasket residue, using acetone or methyl-ethyl ketone (MEK) and stiff brush.

(5) Coat the mating surfaces of the metal and the gasket with adhesive. Let both surfaces air dry un-



- (3) Check the area of the wall where the gaskets will seal. This must be a smooth, clean, flat surface.
- (4) Carefully guide the evaporator section through the wall opening.
- (5) When the unit is approximately in place check gasket seal area for uniform clearance on all four sides of the wall opening and slide the unit straight back until the gasket makes uniform contact with the wall.
- (6) If gasket contact is not uniform top to bottom, shim the unit until a uniform seal contact is achieved.
- (7) From the inside of the box, place the four mounting angles on the bolts extending through the corners of the opening. See figure 4-1.
- (8) Holding the angles in place install the washers and nuts finger tight to all four corners.
- (9) Uniformly tighten all four points taking a few turns on each in rotation to insure an even seal.
- (10) When the gasket is compressed evenly to approximately 1/2 to 2/3 of its original thickness, a proper seal has been achieved.

## **78. PREPARATION FOR STORAGE**

a. **Administrative Storage of Equipment.** See TM 740-90-1. Administrative storage is short term storage for 45 days. It covers storage of equipment which can be readied for mission performance within 24 hours. Before placing an item in administrative storage, the next scheduled preventive maintenance checks and services should be performed, all known deficiencies corrected, and all current modification work completed. The administrative storage site should provide required protection from the elements and allow access for visual inspection when applicable.

b. **Intermediate Storage** — 46 to 180 days. No special handling is required other than protection from the elements and the elements.

c. **Long Term or Flyable Storage.** There is no time limit for this type of storage. It is advisable to pump down the refrigeration system and close the valves as instructed in paragraph 5-6. Then follow the preservation instructions provided in paragraphs 4-79 and 4-80.

## **79. ENGINE STORAGE PROCEDURE** (F10000RG-2)

(For Model F10000RG-2 only). Protect an engine that will be out-of-service for more than 30 days as follows:

a. Run engine until thoroughly warmed up.

b. Turn off fuel supply and run until engine stops from lack of fuel.

c. Drain oil from oil base while still warm. Attach a warning tag to refill before operation (state viscosity and grade of oil used).

d. Remove each spark plug. Pour one ounce (two tablespoons) of rust inhibitor (or SAE #50) oil into cylinder. Crank engine over a few times to distribute oil film on cylinder walls and rings. Reinstall each spark plug.

### **NOTE**

When engine is returned to service, after start-up much blue smoke will be exhausted until the rust inhibitor has burned away.

e. Service air cleaner per maintenance schedule.

f. Lubricate governor linkage. Protect against dust, etc. by wrapping with a clean cloth.

g. Wipe entire engine. Coat parts likely to rust with a light film of grease or oil.

### **CAUTION**

Discharged batteries are subject to severe damage if exposed to freezing temperatures. Store all batteries in a fully charged condition and maintain charge during storage.

with similar material. Do not expose metal surfaces to air in preservation areas where a low relative humidity and an even temperature are maintained, if possible. Where such a facility is available, cover the entire unit with a tarpaulin.

#### **4-81. PREPARATION FOR SHIPMENT**

- a. For refrigeration system pump down refer to direct support maintenance.
- b. Loosen the drive belt(s).
- c. Perform the preservation procedure of paragraph 4-80.
- d. Remove the mounting hardware which fastens the unit to the enclosure wall. Careful the wall opening.

#### **CAUTION**

Maintain the unit in a vertical position at all times.

- e. On Model F10000RG-2 perform the engine storage procedure of paragraph 4-79.
- f. Wrap the refrigerator in two layers of barrier paper and pack in a wooden crate, preferably has been preserved.

## **5-1. TOOLS AND LISTS**

a. For authorized common tools and equipment, refer to the Modified Table of Organization and Equipment (MTOE) applicable to your unit.

b. No special tools are required for maintenance of the equipment. Test, maintenance and diagnostic equipment (TMDE) and support equipment include standard pressure and vacuum gages, vacuum pump, charging manifolds found as standard equipment in any direct support refrigeration shop. For 10000RG-2 the tools and equipment needed for maintenance of the gasoline engine are such as would be found in any direct support gasoline engine repair shop.

c. Repair parts are listed and illustrated in the Repair Parts and Special Tools List (RPSTL) II 4110-234-24P covering organizational, direct, and general support maintenance for this equipment.

Refrigeration System Repairs .....	5-5
Pumpdown .....	5-6
Leak Test .....	5-7
Discharging Refrigerant .....	5-8
Purging the System .....	5-9
Evacuating the System .....	5-10
Charging the System .....	5-11
Brazing/Debrazing Procedures .....	5-12
Condenser Coil and Shroud .....	5-13
Discharge Pressure Regulating Valve .....	5-14
Hand Valves .....	5-15
Refrigerant Strainer .....	5-16
Solenoid Valves .....	5-17
Fusible Plug .....	5-18
Filter-Drier .....	5-19
Receiver .....	5-20
Moisture Indicating Refrigerant Sight Glass .....	5-21
Expansion Valve .....	5-22
Evaporator Coil .....	5-23
Suction Accumulator .....	5-24

Compressor Service Valves .....	
Compressor Cylinder Heads and Valve PI .....	
Compressor Oil Pump Assembly .....	
Crankshaft Seal Assembly (F10000RG-2) .....	
Compressor Crankshaft Bearings .....	
Compressor Piston and Rod Assembly .....	
Engine (F10000RG-2) .....	
Carburetor (F10000RG-2) .....	
Starter (F10000RG-2) .....	
Cooling Shroud (F10000RG-2) .....	
Flywheel, Gearcase, Governor, Camshaft .....	
Crankshaft (F10000RG-2) .....	
Cylinder Heads and Valves (F10000RG-2) .....	
Pistons and Rings (F10000RG-2) .....	
Crankcase Breather (F10000RG-2) .....	
Engine Block (F10000RG-2) .....	
Main Bearings (F10000RG-2) .....	
Oil System (F10000RG-2) .....	
Electric Motor Repair (F10000R-6) .....	
Housing Component Repairs .....	

## **5-2. PANELS, DOORS AND SCREENS**

- a. See paragraph 4-18 for removal, inspection and installation.
- b. Repair. Repairs are limited to the straightening of minor dents, rewelding of broken welds and painted surfaces. See T.M. 43-0139 Painting Instructions for Field Use. Replace all badly damaged would be a safety hazard or in any way lessen the performance capabilities of the unit.

## **5-3. COMPRESSOR MOTOR CONTROLLER (F10000R-6)**

- a. See paragraph 4-39 for access, test, removal and installation.
- b. Repair. Repairs are limited to holding coil and contact replacement.

### **(1) Coil inspection/replacement.**

To remove the coil loosen the two captive screws marked coil access.

Tag and disconnect leads on coil.

Lift the cover off.

Remove the coil assembly and remove the coil from the magnet.

Reverse the procedure to reassemble.

### **(2) Contact inspection/replacement.**

Reverse the procedure to reassemble.

#### **4. FAN SHAFT REPLACEMENT**

a. Removal. (See figs. 5-4 and 4-22 or 4-23 as applicable).

- (1) See paragraph 5-13 and remove the condenser coil and shroud.
- (2) See paragraph 4-41 and remove the evaporator fan.
- (3) See paragraph 4-50c and remove all items necessary to remove the flange bearing.
- (4) Slip the fan shaft out of the condenser coil opening.

b. Installation.

- (1) Slip the flange bearing onto the fan shaft and see paragraph 4-50d for installation of fan shaft.
- (2) See paragraph 4-41 and install the evaporator fan.
- (3) See paragraph 5-13 and install the condenser coil and shroud.

#### **5. REFRIGERATION SYSTEM REPAIRS**

The refrigeration system must be pumped down and in some actions totally discharged before maintenance is performed on system components. Be sure that all refrigerant in the section of the system you are working on has been discharged. Read and understand all instructions prior to attempting repair. Leak testing and dehydrator replacement are required after any system component has been removed or replaced. The section of the system that was opened must be evacuated before it is charged. The system must be properly charged to function properly.

#### **WARNING**

**DANGEROUS CHEMICAL**  
is used in this equipment  
**DEATH**

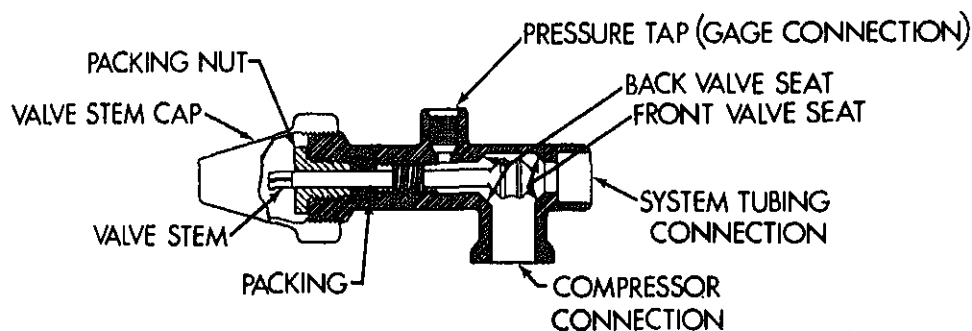
or serious injury may result if

personnel fail to observe proper safety precautions. Great care must be exercised to prevent contact of liquid refrigerant, or refrigerant gas discharged under pressure, with any part of the body. The extremely low temperature resulting from the rapid expansion of liquid refrigerant, or refrigerant gas released under pressure, can cause sudden and irreversible tissue damage through freezing. As a minimum, all personnel must wear thermal protective gloves and a face shield or goggles when working in any situation where refrigerant contact with the skin or eyes is possible. Application of excessive heat to any component in a charged system will cause extreme pressure that may result in a rupture, possibly explosive in nature. Exposure of Refrigerant-12 to an open flame or a very hot surface will cause a chemical reaction in the gas to form carbonyl chloride



Pumpdown is the operation by which the refrigerant in a charged system is pumped into and maintained within the receiver. Pumpdown is performed before transportation to a new site and before replacing refrigeration components on the low pressure side of the system. The refrigerant must be discharged in order to replace the receiver.

a. Check to see that the compressor valves are open (backseated and cracked). To backseat and crack service valve you must turn the valve stem fully counterclockwise to backseat and then turn clockwise only to "crack." See figure 5-1.



TS-4110-234-14/5-1

Figure 5-1. Compressor Service Valves.

b. Close the defrost hand valve and the receiver outlet valve.

**WARNING**

Disconnect power from refrigerator before performing maintenance on electrical components. The voltage used can be lethal.

c. Disconnect power, open control box and adjust the thermostat to a lower setting so that unit runs continuously. In cases of extreme low temperatures the thermostat can be bypassed by adding a jumper wire between the two terminals.

d. Connect power and move the ON-OFF switch to the ON position.

**CAUTION**

Serious damage can occur to the equipment if the suction pressure is permitted to drop below 0 psig during pumpdown. If there is a leak in the system, this will cause air to be

THIS UNIT HAS BEEN PUMPED DOWN. Prior to operation open both receiver valves, the defrost hand valve and backseat and crack the compressor suction and discharge service valves.

## 7. LEAK TESTING

If a refrigerant leak is suspected or repairs have been made the refrigeration system or repaired section should be tested using one of the following methods.

Access.

### WARNING

Always disconnect power from battery (F10000RG-2) or power source (F10000R-6) prior to performing internal maintenance. The unit could be turned on while you are working inside.

- (1) Open all condenser section access doors.
- (2) Remove the evaporator air housing and screen. (See fig. 4-12).

Testing Method. There are two acceptable methods for leak testing the refrigeration system.

- (1) Refrigerant Gas Leak Detector. If an electronic refrigerant gas leak detector is available it should be used in accordance with the procedures contained in TM 9-4940-435-14, "Leak Detector, Refrigerant Gas".

### NOTE

The electronic refrigerant gas tester is highly sensitive to the presence of a minute quantity of gas in the air, and due to this factor is quite effective in the detection of small leaks. However, due to the rapid dispersion of refrigerant gas into the surrounding air, difficulty may be encountered in pinpointing large leaks. The detector must be used in a well ventilated but draft-free area.

- (2) Soap Solutions. In this method, a strong solution of a liquid detergent and water is brushed onto suspected areas of leakage while closely observing for the formation of bubbles.

### CAUTION

If the soap solution testing method is used, thoroughly rinse with fresh water after testing is completed. A residual soap film will attract and accumulate an excessive amount of dust and dirt during operation.

(a) Backseat (remove the valve stem cap and turn the stem fully counterclockwise) on both compressor service valves. See figure 5-1.

(b) Remove the flare caps from the compressor suction and discharge service valve gage port tees.

(c) Connect hoses from a testing manifold to the suction and discharge valve gage port tees.

(d) *Connect the center hose on the testing manifold to a drum of Refrigerant-12.*

### CAUTION

If the refrigerant drum has a selector valve that allows either vapor or liquid refrigerant to be dispensed, be sure it is in the vapor position. When dispensing refrigerant vapor always do so at a slow enough rate so that frost does not form on the drum or on components of the servicing fixture.

(e) If the unit has been pumped down open all valves except the two receiver valves.

(f) If the unit has been totally discharged open all valves including the receiver.

(g) Open the refrigerant drum valves. Open the testing manifold valve slightly and adjust as necessary to prevent formation of frost; and, allow system pressure to build up until the manifold gage reads 40-50 psi (2.8-3.5 kg/cm<sup>2</sup>).

(h) *Close the refrigerant drum valve and the testing manifold valves.*

(i) Remove the refrigerant drum hose from the testing manifold.

(j) Connect a hose from a cylinder of dry nitrogen to the testing manifold.

(k) Open the nitrogen cylinder valve and the testing manifold valves; allow system pressure to build up until both manifold gages read 350 psi (24.7 kg/cm<sup>2</sup>).

(l) Perform leak tests, then discharge and purge the system in accordance with paragraphs 5-8 and before performing maintenance, or before evacuating and charging the system, as appropriate. Leave service manifold attached.

(m) If no repairs are necessary to the evaporator section install the evaporator air housing and grill (figure 4-12).

## 5-8. DISCHARGING REFRIGERANT

a. Be sure that power has been disconnected.

### WARNING

b. If a unit has been pumped down for system repairs other than in the receiver area it is only necessary to open the system at the compressor service valve pressure taps and release the small pressure remaining to purging and repair.

c. Discharging a total system or a system that has been pressurized for leak testing.

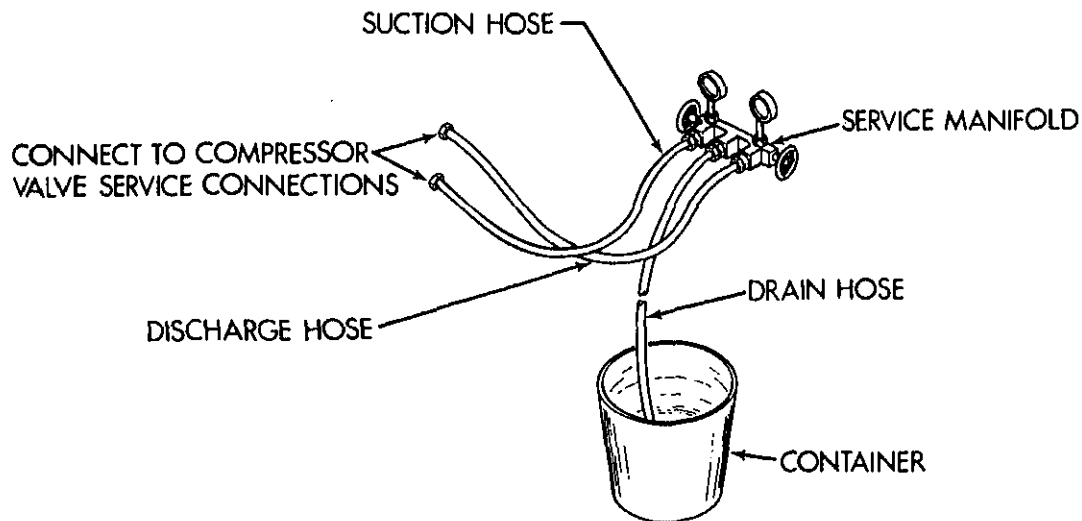
(1) If the service manifold was left hooked up after leak testing, skip steps (2), (3) and (4).

(2) Backseat (Remove the valve stem cap and turn the stem fully counterclockwise) on both compressor service valves. See figure 5-1.

(3) Remove the flare caps from the compressor suction and discharge service valve gage port tees.

(4) Connect hoses from a testing manifold to the suction and discharge valve gage port tees.

(5) Place a hose from the center service manifold in a suitable container. See figure 5-2.



TS-4110-234-

Figure 5-2. Discharging Refrigerant

**WARNING**

(8) When gas stops flowing out of hose, close both service manifold valves.

(9) If the system is to be repaired go to paragraph 5-9. If the system is to be charged go to paragraph 5-10.

### 5.9. PURGING THE SYSTEM

The refrigeration system must be purged with dry nitrogen before any brazing is performed on any component. A flow of dry nitrogen at the rate of 1-2 cfm (0.028-0.057 m<sup>3</sup>/minute) should be continued during brazing operations to minimize internal oxidation and scaling.

#### WARNING

Nitrogen is an inert gas; however, it also presents danger as a suffocant and, therefore, must also be discharged in a ventilated location.

See specific item maintenance instructions for hook up procedures.

### 5-10. EVACUATING THE SYSTEM

See figure 5-3.

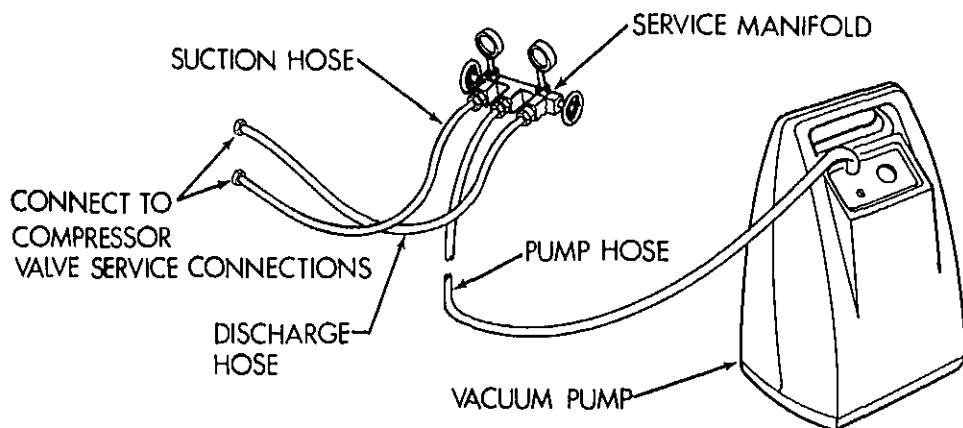


Figure 5-3. Evacuating the System

The refrigeration system or portion of system that was opened must be evacuated to remove air and moisture before it is charged with Refrigerant-12.

a. Check that system was leak tested and has NO LEAKS.

- g. Open manifold valves.
- h. Open or "crack" both service valves.
- i. Run the vacuum pump until at least 29 inches of mercury, measured on the gage, is reached.

### NOTE

Inability to reach 29 inches of mercury may indicate either a leak or a problem with the pump.

- j. Continue running the pump for one more hour, while observing the gage. If the gage needle moves and forth, you have a leak which must be located and corrected first.
- k. Close manifold valves.
- l. Backseat both compressor service valves.
- m. Stop vacuum pump.
- n. Disconnect hose from vacuum pump and go to paragraph 5-11 for charging instructions.

### 5-11. CHARGING THE SYSTEM

After the system or portion of the system has been satisfactorily evacuated the unit is ready to be charged.

- a. If the system was pumped down prior to repairs the original charge is contained in the receiver.
  - (1) Connect Refrigerant-12 tank in accordance with paragraph 5-11b (1) through (3).
  - (2) Operate, test and charge if necessary in accordance with paragraph 5-11b (7) through (16).
- b. If the unit was not pumped down prior to repairs it must be fully charged with Refrigerant-12.

### CAUTION

Always charge the refrigeration system with Refrigerant-12 vapor. NEVER introduce LIQUID refrigerant into the service valves.

- (1) Assuming that the service manifold was left in place after the unit was evacuated remove from vacuum pump and connect it to Refrigerant-12 tank valve.
- (2) Backseat and crack the compressor service valves.
- (3) Open refrigerant tank valve slightly and loosen hose fittings for a few seconds at the compressor service valves to purge hoses. Then tighten hose fittings.

- (4) Using scales, measure and record weight of tank with liquid refrigerant.

hose.

- (8) Be sure that hoses are out of the way of all moving parts on the refrigerator.
- (9) Set refrigeration system valves in accordance with paragraph 4-9a through g.
- (10) Connect power and turn unit on. Reset pressure switch.
- (11) Continue to charge the unit and monitor the weight of the refrigerant drum as the additional refrigerant vapor into the system until the drum weight has decreased by 20 pounds.
- (12) When the system is fully charged, immediately close the refrigerant drum valve.
- (13) Run the air conditioner in COOL mode (with temperature control in coolest position).

**CAUTION**

Do not skip the next step.

- (14) After 15 minutes, observe the sight glass through the left access door.

**Blue center** means the refrigerant moisture content is acceptable.

**Pink center** means there is too much moisture in the system. It **must be discharged, evacuated and charged again.**

**Milky white or bubbly liquid** means the system has a low charge.

**Clear bubble-free liquid** around the center means the system is fully charged.

- (15) If charge is low add refrigerant vapor.
  - (a) Open the drum valve.
  - (b) Continue to charge until sight glass is clear and bubble-free.
  - (c) Close the refrigerant drum valve.
- (16) Turn the unit off.
- (17) Backseat the compressor service valves.
- (18) Disconnect hoses from the valve tees.
- (19) Place flare nuts on the suction and discharge valve tees.

All Refrigerant R12 must be discharged from the system (para 5-8) and the section of the system being repaired must be purged with dry nitrogen before beginning any debrazing operation. When R12 comes in contact with flames, phosgene gas is formed. This is a deadly poison (it has the odor of new mown hay). Be sure of sufficient fresh air and ventilation when brazing, soldering or using the halide torch.

a. Debrazing.

- (1) Before debrazing a joint on a valve, disassemble the valve to the extent possible, then wrap all b joint with a wet cloth to act as a heat sink.

**CAUTION**

No attempt should be made to repair a leak while the system is under pressure. Neither should bad joints be repaired by remelting and adding more brazing material. The joints should be taken apart, thoroughly cleaned and remade as a new joint.

- (2) Protect insulation, wiring harnesses, and other surrounding components with appropriate shield.
- (3) Be sure the work area is well ventilated and that dry nitrogen is flowing through the repair area at of 1-2 cfm (0.0283 — 0.0566 m<sup>3</sup>/minute).
- (4) Apply sufficient heat uniformly around the joint to quickly melt the filler alloy. If heat is applied s or only on one side, the entire component or length of tubing will be heated and filler alloy in adjacent may also be melted. Remove heat as soon as the joint separates.

**WARNING**

Wear welder's gloves or other thermal protective gloves when performing the following operation.

- b. Cleaning Debrazed Joints. All filler alloy must be cleaned from debrazed joints before reassembly each piece of the joint until the filler alloy is melted and then wipe it away with a fiber-glass cloth. Be s filler alloy or other debris is left inside any tubing, fitting, or component.

- c. Reassembly. If tubing sections or fittings were removed with a component, debraise them fro component, clean the joints, and braze them to the new component before reinstallation.

d. Brazing.

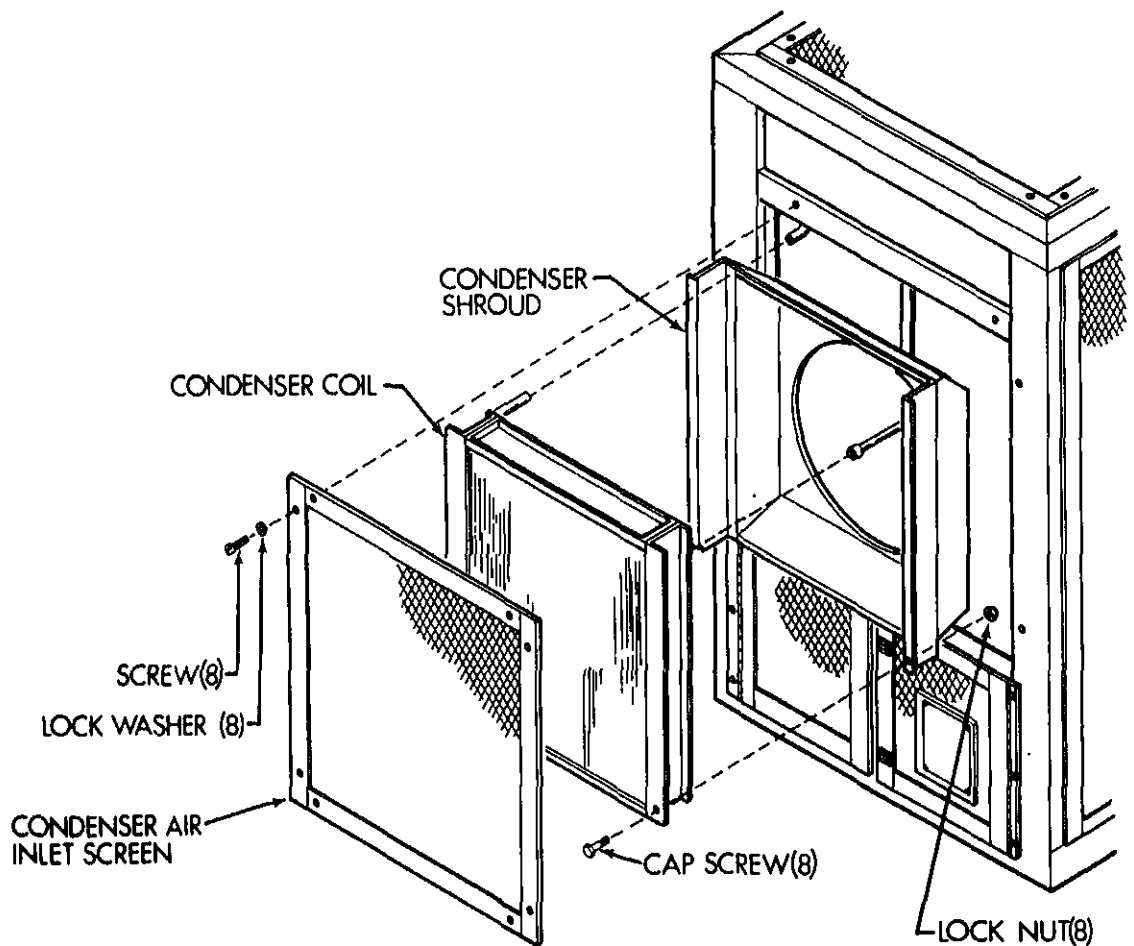
- (1) Position the component to be installed.
- (2) To prepare for brazing a joint on a valve, disassemble the valve to the extent possible, then wrap the joint with a wet cloth to act as a heat sink.

- (3) Protect insulation, wiring harnesses, and surrounding components with appropriate heat shield.



(5) Apply sufficient heat uniformly around the joint to quickly raise it to a temperature that will melt filler alloy. Remove heat as soon as brazing is completed.

**5-13. CONDENSER COIL AND SHROUD** See figure 5-4.



TS-4110-234-14/5-4

Figure 5-4. Condenser Coil and Shroud

- (1) Install condenser coil and shroud to the frame and secure them with 8 each cap screws and lock washers.
- (2) Braze the inlet and outlet connections.
- (3) Tighten the flare nut to the receiver inlet valve and remove the nitrogen source connection.
- (4) Replace the drier (See para 5-19.)
- (5) Leak test the coil, newly connected tubing and tubing connections in the area of the newly brazed joints per paragraph 5-7.
- (6) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11a.
- (7) Install the condenser air inlet screen and secure with 8 each screws and lock washers.
- (8) Close all access doors.

#### **14. DISCHARGE PRESSURE REGULATING VALVE** See figure 5-5 or 5-6.

a. Access. Open left side condenser section access door.

b. Adjust. Factory set point of assembled refrigerators is 100 psig (689.5 kPa) minimum.

(1) This valve has an operating point adjusting range of 50 to 195 psig (344.8 to 1344.5 kPa).

(2) One full turn of the adjusting stem will change the setting by 21 psig (144.8 kPa). Turn the stem clockwise to increase, counterclockwise to decrease.

(3) After a new valve is installed, operate the unit, remove the cap and adjust the valve stem to a regulation of 100 psig (689.5 kPa) minimum.

c. Removal.

(1) Pump the system down in accordance with paragraph 5-6.

(2) Connect a dry nitrogen source to the compressor discharge service tee and loosen the flare nut to the receiver inlet valve. Purge this section of tubing in accordance with paragraph 5-9.

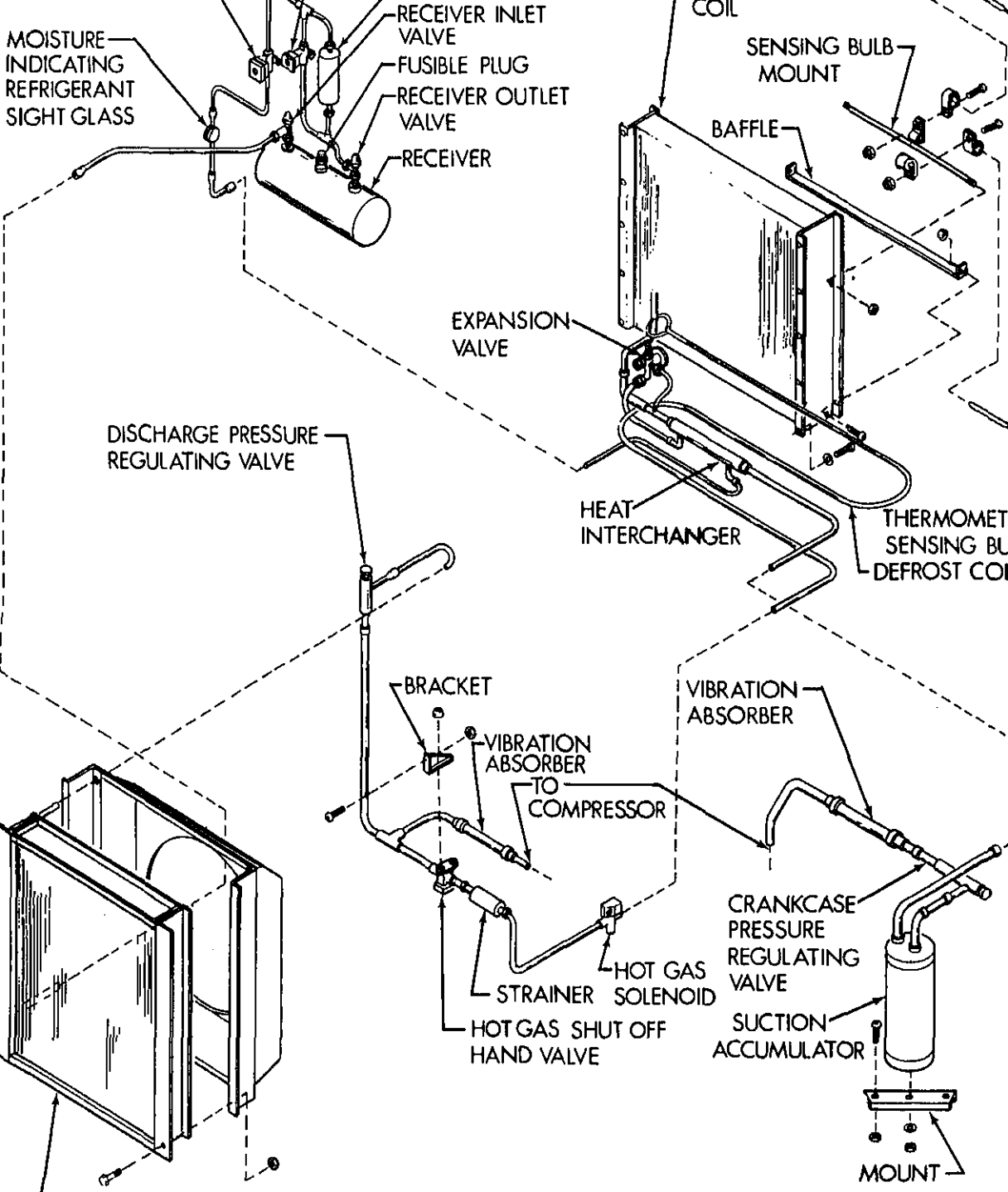
(3) Debraze (See para 5-12) the tubes to the valve and remove the discharge pressure regulating valve.

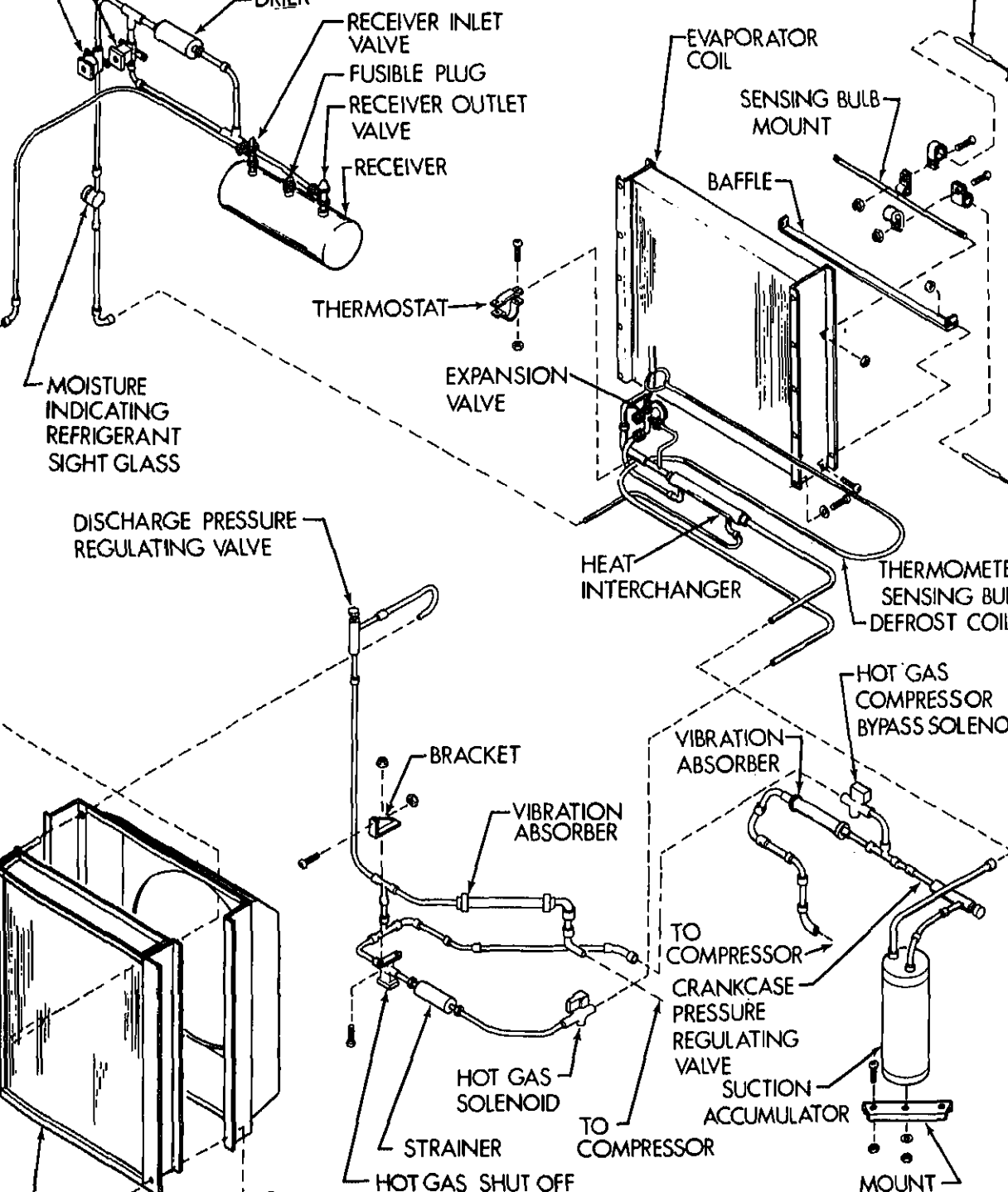
d. Installation.

(1) Braze (see para 5-12) the tubes to the discharge pressure regulating valve.

(2) Tighten the flare nut to the receiver inlet valve and remove the nitrogen source connection.

(3) Replace the drier. (See para 5-19).





The refrigeration system has three hand shut-off valves: a hot gas shut off valve, a drier bypass drier service valve. The same replacement procedure is used for any of these valves.

a. Removal.

- (1) Open the appropriate access door.
- (2) Pump down the system (para 5-6).
- (3) Connect a dry nitrogen source to the compressor discharge service tee.
- (4) For the hot gas shut off valve disconnect the flare nut on the Inlet of the strainer in the hot gas line.
- (5) For either drier valves disconnect the flare nut on the receiver inlet line.
- (6) Debraze the tubes to the valve. (para 5-12).
- (7) Remove the attaching hardware and remove the valve.

b. Install.

- (1) Secure the valve with appropriate mounting hardware.
- (2) Braze the tubing in place.
- (3) Connect flare nut that was disconnected for nitrogen purging and remove nitrogen source.
- (4) Replace the drier. (see para 5-19).
- (5) Leak test the valve, the newly connected tubing connections and the tubing connections to the newly brazed joints per paragraph 5-7.
- (6) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11a.
- (7) Close all access doors.

**5-16. REFRIGERANT STRAINER** See figure 5-5 or 5-6.

a. Remove.

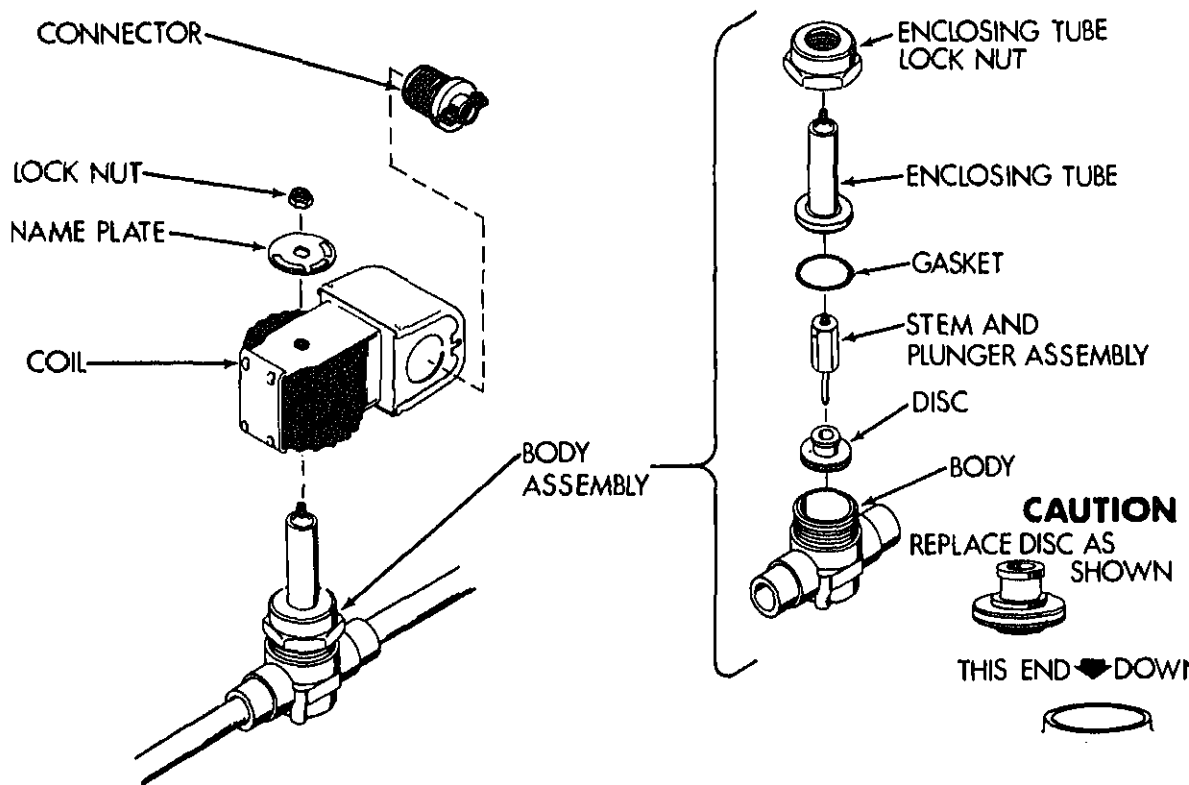
- (1) Pump the system down in accordance with paragraph 5-6.
- (2) Open the lower left front access door.
- (3) Disconnect the flare nuts and remove the strainer.

b. Install.

- (3) Replace the drier. (see para 5-19).
- (4) Leak test the flare nuts and tubing in the area of the strainer.
- (5) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11a.
- (6) Close all access doors.

# 5-17 SOLENOID VALVES

See figure 5-5 or 5-6 and figure 5-7.



TS-4110-234-14/5-7

Figure 5-7. Solenoid Valve

a. Testing.

b. Coil Replacement. The coil can be replaced without opening the refrigeration pressure system. figure 5-7 and replace the coil as follows:

**WARNING**

Do not attempt any disassembly of the solenoid valve other than coil removal with a refrigerant charge in the system. Refrigerant will be sprayed out dangerously if the enclosing tube lock nut that attaches the enclosing tube and plunger assembly to the valve body is loosened.

- (1) Remove the nut that attaches the coil to the valve body, and remove the coil.
  - (2) If the leads have not already been disconnected, tag and disconnect them.
  - (3) Remove the connector for reuse unless it is damaged.
  - (4) Position the replacement coil on the enclosing tube and install the top lock nut.
  - (5) Reuse the old box connector or install a new one.
  - (6) See tags and wiring diagram figure 4-5 or 4-6 and connect wires.
- c. Total valve replacement.

**NOTE**

It is not necessary to debraze valve body from copper tubing unless valve body is damaged.

- (1) Pump the system down in accordance with paragraph 5-6.
- (2) Connect a dry nitrogen source to the compressor discharge service tee and loosen the flare on receiver outlet valve. Purge this section of tubing in accordance with paragraph 5-9.
- (3) Remove the lock nut that attaches the coil to the body assembly and remove the coil.
- (4) Remove the enclosing tube lock nut and all other removable internal components from the valve body.
- (5) Note the direction of flow arrow on the valve body. Debraze the joints of the refrigerant tubing on the valve body, and remove the valve body.

d. Install.

- (1) New valves shipped from the factory are assembled hand tight to ease disassembly.
- (2) Remove all components from the new valve body.

- (7) Place the seat disc into the valve body with the smaller diameter end facing up.
- (8) With the other hand, place the enclosing tube over the plunger, making sure the gasket is in position.
- (9) Install the enclosing tube lock nut and tighten to 20 ft/lbs (27.1 Nm).
- (10) Install the coil and nameplate and secure with the lock nut.
- (11) Install the connector. (May be removed from old solenoid valve if not damaged.)
- (12) See tags and wiring diagram figure 4-5 or 4-6 and connect wires.
- (13) Replace the drier. (See para 5-19).
- (14) Leak test the valve, all newly connected tubing connections and all connections in the area of the brazed joints per paragraph 5-7.
- (15) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11a.
- (16) Close all access doors.

### **3. FUSIBLE PLUG** See figure 5-5 or 5-6.

#### Removal.

- (1) Discharge the system (para 5-8).
- (2) Unscrew the threaded fusible plug, which is located on the top center portion of the receiver tank.
- (3) Examine the plug. If it is blown, replace it with a new one.

#### Installation.

- (1) Screw the fusible plug into the receiver.
- (2) Replace the drier. (See para 5-19).
- (3) Leak test the newly installed plug and drier connections per paragraph 5-7.
- (4) Evacuate and charge the system per paragraphs 5-10 and 5-11b.

### **9. FILTER-DRIER** See figure 5-5 or 5-6.

The filter-drier assembly is a metal container which contains a desiccant through which the liquid refrigerant must flow. A new filter-drier must be installed whenever the system has been opened. Replacement of the desiccant is required before evacuating and charging the system.



b. Installation.

- (1) Connect flare fittings (after removing plugs) loosely to filter-drier. Check that flow arrow is away from receiver and toward sight glass.
- (2) Tighten the flare nuts.
- (3) Leak test the newly connected fittings per paragraph 5-7.
- (4) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11a or b as applicable.
- (5) Close all access doors.

**5-20. RECEIVER** See figure 5-5 or 5-6.

a. Removal.

- (1) Disconnect power.
- (2) Discharge the system. (See para 5-8.)
- (3) Disconnect the flare nuts on the inlet and outlet valves.
- (4) Remove the hardware from the support clamp flanges and spring the clamps open enough to remove the receiver out.

b. Repair. Repairs are limited to replacement of valves and fusible plug. Repair of welds on receiver tanks is not recommended.

- (1) Assuming that the system has been discharged the inlet valve and the fusible plug can be removed by unscrewing and screwing a new one in place.
- (2) The outlet valve can also be removed and installed in a like manner. This valve must have a liquid pickup tube soldered at its base.

c. Install.

- (1) Slide the receiver into the support clamps and connect the flare nuts to the valves.
- (2) Secure the clamp flanges with two each cap screws, flat washers and lock nuts.
- (3) Replace the drier (see para 5-19).
- (4) Leak test the tank and all newly connected fittings.
- (5) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11b.

a. Removal.

(1) Pump the system down in accordance with paragraph 5-6.

(2) Connect a dry nitrogen source to the compressor discharge service tee and loosen the flare nut to the receiver inlet valve. Purge this section of tubing in accordance with paragraph 5-9.

(3) Debraze (see para 5-12) the tubes to the sight glass and remove the sight glass.

b. Installation.

(1) Braze (see para 5-12) the tubes to the sight glass.

(2) Tighten the flare nut to the receiver inlet valve and remove the nitrogen source.

(3) Replace the drier (see para 5-19).

(4) Leak test the sight glass area per paragraph 5-7.

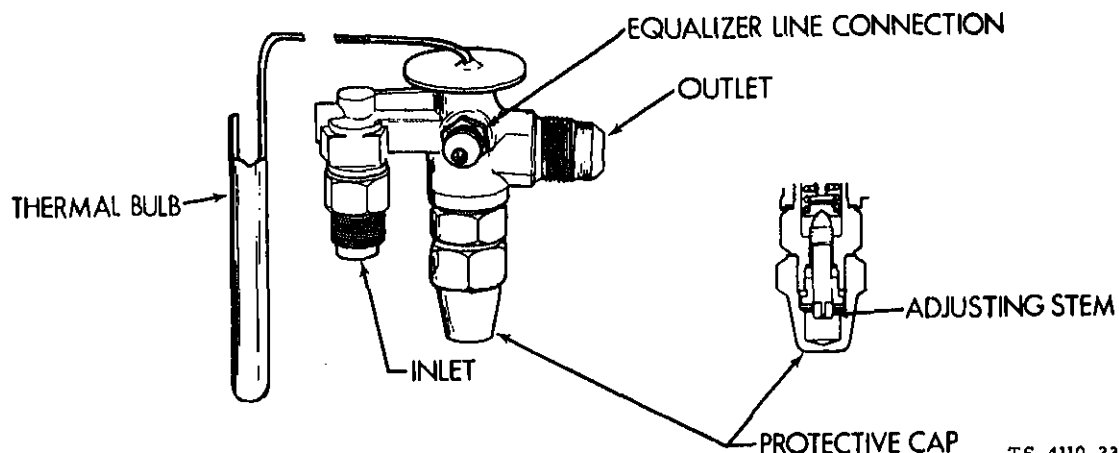
(5) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11a.

(6) Close all access doors.

**5-22. EXPANSION VALVE** See figures 5-5 and 5-7 for location.

a. Access. Remove the evaporator air housing and screen. (See figure 4-12.)

b. Adjust. (See figure 5-8.) The expansion valve, as supplied with the unit, is preset at the factory. It should not be adjusted unnecessarily. When a new valve is installed or adjustment is necessary, following instructions:



(4) Operate the unit for approximately 30 minutes and take a reading from the thermometer or thermocouple on the suction line.

(5) Take a reading from the suction pressure gage on the control panel. Add two pounds to the reading for the pressure drop in the suction line. This sum will equal the approximate suction line pressure at the sensing bulb.

(6) Convert pressure obtained in step (5) to saturated evaporator temperature by using a temperature-pressure chart. See Table 5-1.

(7) Subtract the temperature obtained in step (6) from temperature obtained in step (4). The difference is superheat.

### NOTE

Subtracting the difference between the temperature at the inlet and outlet of the evaporator is not an accurate measure of superheat. This method is not recommended since any evaporator pressure drop will result in an erroneous superheat indication.

(8) Remove the protective cap from the expansion valve (fig. 5-8). Use two wrenches, one on the cap, one on the hex of the valve body.

(9) To reduce superheat, turn the adjusting stem counterclockwise; to increase superheat, turn stem clockwise. Make no more than one turn of the stem at a time and observe the change in superheat closely to prevent overshooting the desired setting. As much as 30 minutes may be required for the new balance to take effect after an adjustment is made. The correct superheat setting for this unit is 6 degrees F (3.3°C).

(10) Replace the protective cap on the valve adjusting stem.

(11) Remove the thermometer or the thermocouple probe from the suction service line and replace with insulating material. Adjust the crankcase pressure regulating valve per paragraph 5-25 b.

### c. Removal.

(1) Pump down the system (para 5-6).

(2) Slowly disconnect flare fittings from expansion valve to release any remaining refrigerant pressure.

(3) Note the position of the sensing bulb and loosen the clamp holding thermal bulb to suction line. Remove the bulb.

(4) Remove expansion valve.

### d. Installation.

(1) Connect the expansion valve to the system by tightening the flare fittings.

(2) Insert the thermal bulb in the clamp in the same position as the one that was removed. Make sure it makes good contact with the suction line. Tighten the clamp.

-11.1	15.84	1.113	68	20.0	67.58	4.751
-10.0	17.08	1.200				
-8.9	18.36	1.291	70	21.1	70.19	4.934
-7.8	19.68	1.384	72	22.2	72.86	5.122
			74	23.3	75.60	5.315
-6.6	21.04	1.479	76	24.4	78.39	5.511
-5.5	22.44	1.578	78	25.6	81.25	5.712
-4.3	23.88	1.679				
-3.4	25.36	1.783	80	26.7	84.17	5.917
-2.2	26.88	1.890	82	27.8	87.16	6.127
			84	28.9	90.22	6.342
-1.1	28.45	2.000	86	30.0	93.34	6.562
0	30.06	2.113	88	31.1	96.53	6.786
1.1	31.72	2.230				
2.2	33.42	2.349	90	32.2	99.79	7.015
3.3	35.17	2.472	92	33.3	103.12	7.249
			94	34.5	106.52	7.488
4.4	36.97	2.599	96	35.6	110.00	7.733
5.5	38.82	2.729	98	36.7	113.54	7.982
6.6	40.71	2.862				
7.7	42.66	2.999	100	37.8	117.16	8.236
8.8	44.65	3.139	102	38.9	120.86	8.496
			104	40.0	124.63	8.761
10.0	46.70	3.283	106	41.1	128.48	9.032
11.1	48.80	3.431	108	42.2	132.41	9.308
12.2	50.95	3.582				
13.3	53.16	3.737	110	43.3	136.41	9.590
14.5	55.42	3.896	112	44.4	140.49	9.874
			114	45.6	144.66	10.170
15.6	57.74	4.019	116	46.7	148.91	10.468
16.7	60.11	4.226	118	47.8	153.24	10.773
17.8	62.54	4.397				

### **5-23. EVAPORATOR COIL**

See figure 5-5 or 5-6.

#### **a. Removal.**

- (1) Pump the system down in accordance with paragraph 5-6.
- (2) Remove 12 screws and lock washers and remove the evaporator air housing and screws (see figure 5-4-12.)
- (3) Loosen the sensing bulb clamps and remove the sensing bulbs. Tape them up and out of the way.
- (4) If the coil is to be replaced remove the sensing bulb mount and the baffle.
- (5) Connect a dry nitrogen source to the compressor suction service tee and loosen the flare nut at the receiver outlet valve. Purge this section of tubing in accordance with paragraph 5-9.
- (6) Debraze the tubing at the suction header using the techniques of paragraph 5-12.
- (7) Disconnect the flare nut at the distributor and expansion valve connection.
- (8) Use gloves when handling coils to avoid cuts and to reduce the possibility of fin damage.
- (9) Support the evaporator coil and remove the screws and lock washers securing the coil to the mounting flanges.
- (10) Remove the coil.

**b. Repair.** If serious damage or if a leak should be evident in any part of the coil, notify general maintenance.

#### **c. Installation.**

- (1) Secure the evaporator coil to its mounting flanges with screws and lock washers.
- (2) Connect the flare nut from the distributor to the expansion valve.
- (3) Braze the suction header connections. (See para 5-12.)
- (4) Tighten the flare nut to the receiver outlet valve and remove the nitrogen source connection from the drier (see para 5-19).
- (5) Install the sensing bulb mount and the baffle if they were removed.
- (6) Slip the sensing bulb back in their clamps and tighten the clamps.
- (7) Leak test the coil, newly connected tubing and tubing connections in the area of the joints per paragraph 5-7.

Removal.

- (1) Pump the system down in accordance with paragraph 5-6.
- (2) Connect a dry nitrogen source to the compressor suction service tee and loosen the flare nut to receiver outlet valve. Purge this section of tubing in accordance with paragraph 5-9.
- (3) Debraze the inlet and outlet tubing, using the techniques of paragraph 5-12.
- (4) Remove the nut that secures the accumulator to the mount and lift the accumulator from the unit.

b. Installation.

- (1) Position the accumulator on the mount and tighten the nut that secures it.
- (2) Braze the piping connections (para 5-12). Make sure that the suction line from the heat interchange is attached to the inlet marked IN. The outlet (which is marked OUT) must be connected to the line leading to crankcase pressure regulator valve.
- (3) Tighten the flare nut to the receiver outlet valve and remove the nitrogen source connection.
- (4) Replace the drier (see para 5-19).
- (5) Leak test the accumulator, newly connected tubing and tubing connections in the area of the new brazed joints per paragraph 5-7.
- (6) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11a.
- (7) Close all access doors.

## **25. CRANKCASE PRESSURE REGULATING VALVE**

a. Access. Open right side condenser section access door.

b. Adjust. Factory set point of assembled refrigerators is 14 psig (96.5 kPa) for the F10000RG-2 and 13 psig (89.6 kPa) for the F10000R-6.

- (1) This valve has an operating point adjusting range of 0 to 40 psig (0 to 275.8 kPa).
- (2) One full turn of the adjusting stem will change the setting by 11.5 psig (79.3 kPa). Turn the stem clockwise to increase, counterclockwise to decrease.
- (3) After a new valve is installed, assuming that the refrigerator box temperature is above 35°F (1.7°C), operate the unit, remove the cap and adjust the valve stem to a gage indication of 14 psig (96.5 kPa) for the F10000RG-2 and 13 psig (89.6 kPa) for the F10000R-6. Note that under normal loads, the suction pressure will drop to well below the 13 or 14 psig (89.6 or 96.5 kPa) set points.

c. Removal.

(3) Debraze (see para 5-12) the tubes to the valve and remove the crankcase pressure reg

d. Installation.

(1) Braze (see para 5-12) the tubes to the regulating valve.

(2) Tighten the flare nut to the receiver outlet valve and remove the nitrogen source conn

(3) Leak test the valve, the newly connected tubing connections and the tubing connections the newly brazed joints per paragraph 5-7.

(4) Evacuate and charge the system as directed in paragraphs 5-10 and 5-11a.

(5) Close all access doors.

**5-26. TUBING AND FITTINGS** See figure 5-5 or 5-6.

The refrigeration system contains a number of pieces of copper tubing in a variety of material lengths, and shapes, and a number of elbows, tees and adapters in several sizes. Observe the f replacing any piece of tubing or fitting in the system:

**WARNING**

Be sure the refrigeration system is pumped down or fully discharged and that dry nitrogen is flowing through the section of the system that you are brazing at a rate of 1-2 cfm (0.057 m<sup>3</sup>/minute) before brazing or debrazing.

a. Replace tubing and fittings only with equal material, grade, size, length, and shape as the

b. Leak test in accordance with paragraph 5-7 after any replacement action that required b

c. Replace the filter drier and leak test the filter drier flare fittings as the final step in any main that required the refrigeration pressure system to be opened.

d. Evacuate and charge the refrigeration system in accordance with paragraphs 5-10 and 5-1 maintenance actions are completed.

**5-27. COMPRESSOR**

a. Lubrication.

(1) General. (See fig. 2-4). The compressor oil level should be observed with the compressor oil level in the sight glass is less than one-eighth (1/8) up from the bottom of the glass, this indicates a low oil level. If the oil level is up more than one-half (1/2) from the bottom, this indicates a high oil level. The oil level should be 1/8 to 1/2 up the sight glass when the compressor is running. The refrigerator was shipped from the factory with a full charge of oil. If a new compressor is installed or if service is done to the refrigeration system check the oil level carefully since very low or high oil levels

### **CAUTION**

Serious damage can occur to the equipment if the suction pressure is permitted to drop below 0 PSIG during pumpdown. If there is a leak in the system, this will cause air to be drawn into the system through the leak.

- (c) Stop the unit. Repeat step (b) until pressure holds.
- (d) Frontseat the compressor discharge service valve. Remove the compressor oil plug slowly to prevent discharge of refrigerant trapped in compressor.
- (e) Pour oil into compressor. Use only new oil. See paragraph 5-27a(2).
- (f) Replace oil plug. Crack one of the fittings on the compressor discharge service valve tee.
- (g) Backseat the compressor suction service valve and purge the compressor through the fittings tee.
- (h) Tighten the fittings and backseat the discharge service valve. Crack to operate the gages.
- (i) Operate the unit and check oil level.

Electrical testing F10000R-6.

### **WARNING**

If a refrigerant leak is found at the compressor terminal box, do not operate unit or disturb the wires or terminals prior to shut off of compressor service valves and release of refrigerant in the compressor.

- (1) Disconnect power.
- (2) Remove the cover of the terminal box.
- (3) Check internal wiring in the terminal box to ensure that no wires are broken or grounded.
- (4) Using an ohmmeter set on the lowest scale, check for continuity between control circuit leads. If there is no continuity, the compressor motor thermal overloads are defective and must be replaced.
- (5) Check for continuity between terminal studs T1 and T2, T1 and T3, and T2 and T3. If there is no continuity between any of these terminal pairs, the compressor motor winding is open and the compressor must be replaced.

Operational Testing.

- (1) Cylinder Head and Valve Plate Assembly.



discharge pressure drop is 3 psi per minute after initial drop of 10-15 psi in first half minute. The compressor bank with a blown gasket can also usually be detected by touch, since the head temperature will normally be much hotter than a bank with good gaskets.

(c) If there is an indication of loss of capacity, and discharge valves check properly, remove valve plate assembly and inspect suction valves.

(2) Excessive or unusual noise.

(a) Check oil level.

(b) Check mounting.

(c) Check for broken connecting rods, valves or bearing problems.

d. Motor burnout. (F10000R-6 only.) When a compressor motor burns out it is necessary to replace the complete motor compressor assembly and clean the refrigeration system of all contaminants. Burnout of compressor motor is indicated by lack of continuity of the motor windings and the condition of compressor oil. Cause of compressor motor burnout include the following:

(1) Low line voltage, which causes motor windings to overheat. Before burning out completely, the overheated windings cause chemical breakdown of the refrigerant and the oil to form sludge and other system contaminants.

(2) Loss of refrigerant. An inadequate charge of refrigerant gas in the system reduces the amount of cooling gas within the compressor, resulting in gradual overheating of the motor and failure of the windings.

(3) High head pressure. High head pressures can be caused by clogged or dirty condenser coils, dirty air filters, or screens, or by an inoperative condenser fan. High head pressure requires the compressor to work harder, creating additional heat which ultimately can result in motor burnout. Poor ventilation around the condenser and extremely high ambient temperatures can also cause motor failures.

(4) Moisture in system. Leakage of air into the refrigeration system starts a chain reaction which can result in motor burnout. Air contains oxygen and moisture which combined with refrigerant gas form hydrochloric and hydrofluoric acids. These combined with compressor oil form an acid sludge which is carried throughout the system, and which attacks the motor windings, causing short circuits and burnout.

(5) It is important to diagnose the type of compressor motor failure for two reasons. Simple failure, with no motor burnout, does not require the extensive cleaning of the entire refrigeration system that burnout requires. Also, motor burnout indicates other problems that have contributed to the failure, and these problems must be corrected or avoided to prevent repetition of the burnout. Drain a small quantity of oil into a clear glass container. If the oil is clean and clear, and does not have an acrid smell, the compressor did not fail because of motor burnout. If the oil is black, contains sludge and has an acrid odor, the compressor failed because of motor burnout, and the refrigeration system must be cleaned to prevent residual contaminants from causing repeated burnouts when the compressor is replaced.

e. Clean-up procedure after a burnout. (F10000R-6 only.)

(1) Close compressor suction and discharge service valves and bleed refrigerant from compressor. Stop remaining refrigerant in system.

(2) Remove suction and discharge valves from the system and clean them with a solvent.

## Removal.

- (1) Pump the system down, turn the unit off and disconnect input power.
- (2) On Model F10000RG-2 remove the drive belts (para 4-45).
- (3) Close (frontseat) the two compressor service valves.
- (4) On Model F10000R-6 tag and disconnect all wiring to the terminal box.
- (5) Loosen the flare caps on the suction and discharge valve tee fittings to permit the refrigerant trapped in the compressor to escape.
- (6) Remove the gage connections from the service valves.
- (7) Unbolt the two service valves from the compressor.

### **WARNING**

Avoid injury by using adequate equipment and personnel to remove compressor from frame. The compressor for Model F10000R-6 weighs 233 pounds and the compressor for Model F10000RG-2 weighs 112 pounds.

- (8) Remove the four mounting bolts and pull the compressor from the frame.

Disassembly. Use figure 5-9 or 5-10 (whichever is applicable) as a guide. Disassemble the compressor to the extent necessary to reach and replace a defective part. See paragraphs 5-28 through 5-33 for specific instructions.

### **CAUTION**

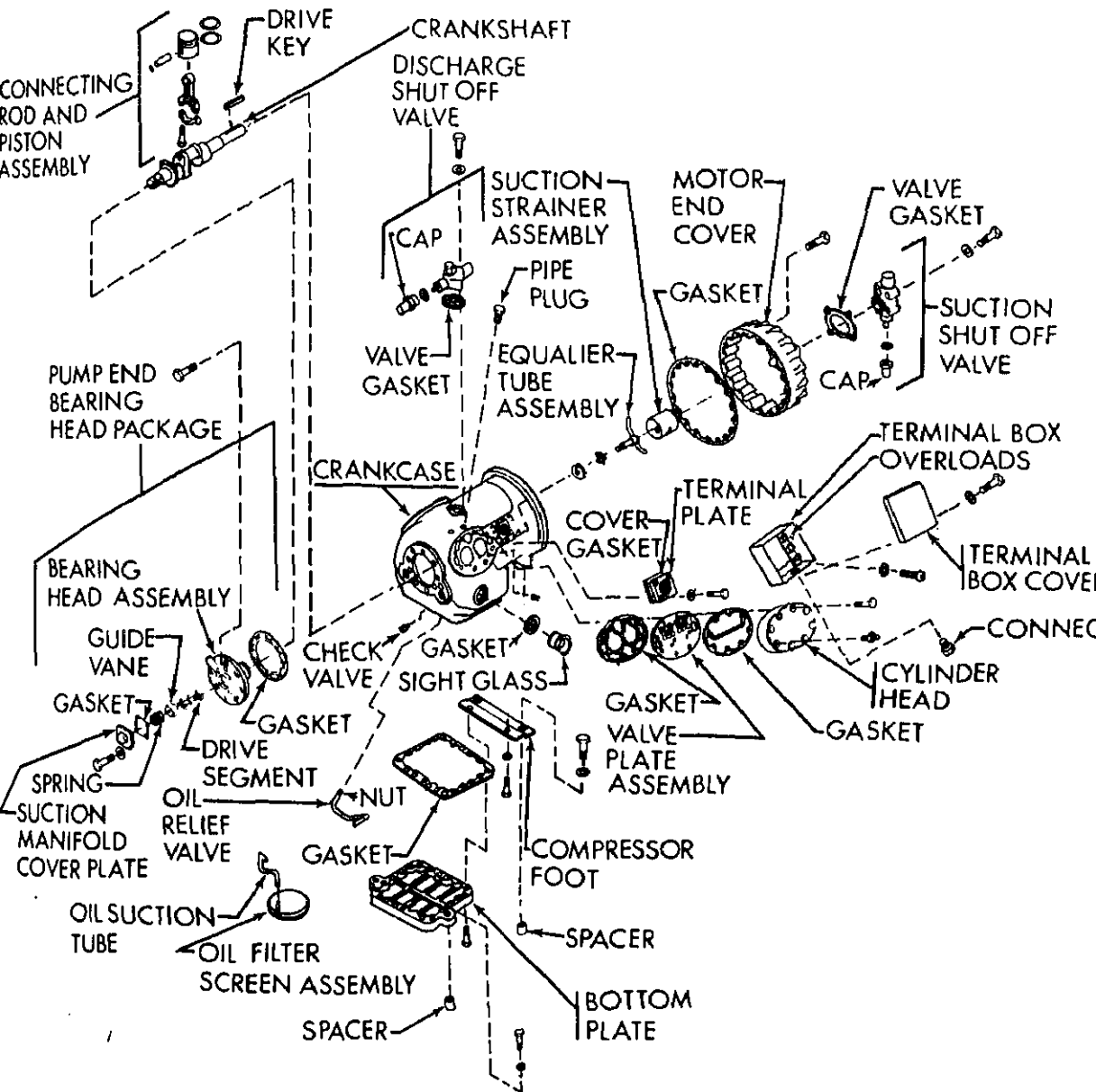
Prior to touching or otherwise handling any interior machined compressor parts, thoroughly coat hands with compressor oil to neutralize acids contained on skin. Always leave hands coated with oil when working with or handling compressor parts.

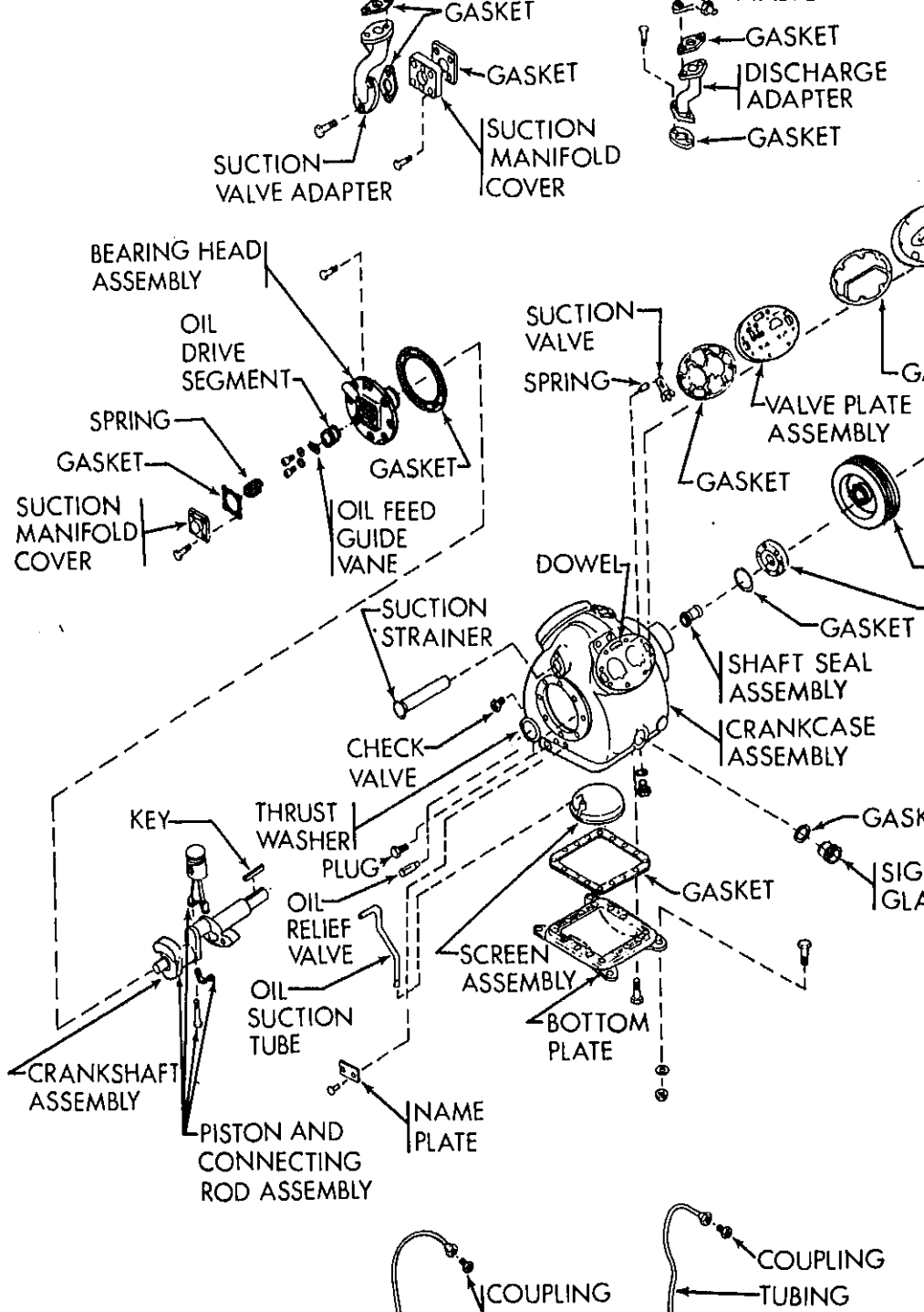
Reassembly. Use figure 5-9 or 5-10 as a guide. See paragraphs 5-28 through 5-33 for specific instructions. See table 5-2 for torque values.

## Installation.

- (1) Check to see that compressor contains an oil charge. See para 5-27e.
- (2) Place the compressor in position in the unit. On Model F10000R-6 install the drive engine pulley and install belts. (See para 4-45.)
- (3) Install the four sets of mounting hardware.

1/8	20 (pipe)	6-10	Oil Return Check Valve — Crankcase
1/4	20 (pipe)	20-25	Pipe Plug — Press. Gage Conn.
1/4	20	8-10 12-15 12-16	Connecting Rod Capscrew Baffle Plate — Crankshaft Side Shield
1/4	28	6-10 12-16 16-20	Oil Pump Drive Segment Unloader Valve Cover Plate — Pump End Bearing Head
5/16	18	16-20 16-20 16-20 25-30 25-30	Terminal Block Cap Screws Suction Service Valve Discharge Service Valve Pump End Bearing Head Bottom Plate — Crankcase
3/8	16	25-30 30-35 25-30	Compressor Foot Cylinder Head Motor End Cover — Crankcase
7/16	14	55-60	Motor End Cover — Crankcase
5/8	11	25-30	Crankshaft — Equalizer Tube Ass'y.
5/8	18	60-75	Oil Bypass Plug Crankcase
No. 10	32	4-6	Oil Pump Drive Segment
1-1/2	18 NEF	35-45	Oil Level Sight Glass





a. Removal.

- (1) Pump down the refrigeration system (para 5-6).
- (2) Disconnect the gage capillary line and remove the tee.
- (3) Loosen the cap screws that attach the valve to the compressor.
- (4) Disconnect the flare nut from the inlet or outlet receiver valve as applicable. Purge the line to  
debraze.
- (5) Debraze tubing from the valve (para 5-12).
- (6) Plug the tube and compressor openings.

b. Installation.

- (1) Remove plugs.
- (2) Open the valve and wrap the valve in wet rags.
- (3) Braze the tubing to the valve (para 5-12).
- (4) Tighten the flare nut to the receiver valve and disconnect nitrogen purging connections.
- (5) Using new valve gaskets that have been soaked in compressor lubricating oil, secure the valve to  
compressor with the cap screws.
- (6) Replace the drier (see para 5-19).
- (7) Leak test all newly connected tubing and tubing connections in the area of newly brazed joints  
para 5-7.
- (8) Evacuate and charge the system per paragraphs 5-10 and 5-11.

## **5-29. COMPRESSOR CYLINDER HEADS AND VALVE PLATES**

a. Disassembly.

- (1) Disassemble cylinder heads by removing cap screws and prying up on the side (between cylinder head  
and valve plate) to break heads loose from valve plate. Do not hit cylinder heads to break loose.
- (2) Check cylinder heads for warping, cracks and damage to gasket surfaces. Replace if necessary.

### **NOTE**

Prior to valve removal record original valve position.

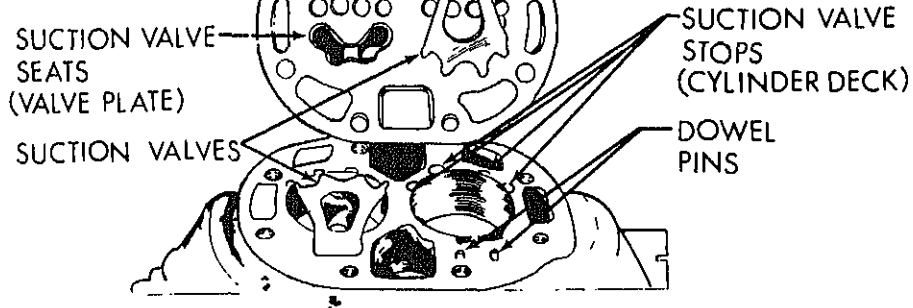
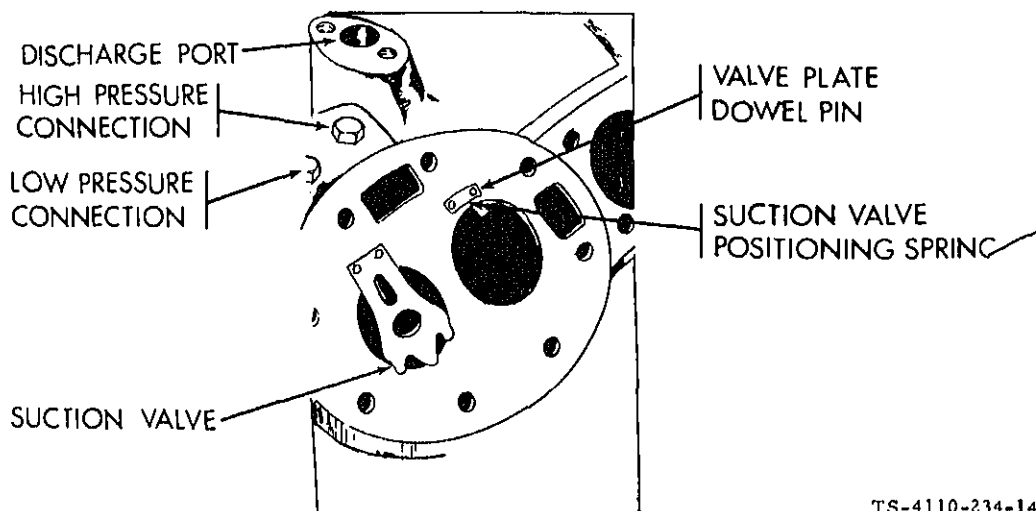


Figure 5-11. Valve Plate Removed

TS-4110-234-

(4) Remove suction valves and suction valve positioning springs from dowel pins. See figure 5-12.



TS-4110-234-14

Figure 5-12. Suction Valve and Positioning Springs In Place

(5) Inspect the valves, valve seats, and valve springs for wear or damage. Replace complete valve assembly if cracked or worn.

(1) Do not interchange valves. They should be reassembled in their original position. Install the suction positioning springs on dowel pins. Assemble positioning springs with spring ends bearing against cylinder deck (fig. 5-12). Spring bow upward.

(2) Install suction valves on dowel pins over positioning springs.

(3) Install new valve plate gasket. Oiling gaskets for reassembly is not recommended. Using proper hold-down torque will prevent any leaks.

(4) Place valve plate on cylinder deck.

(5) Install new cylinder head gasket. Make sure gasket is lined up correctly with the cylinder head and valve plate.

(6) Replace cylinder head. To prevent high to low side leak in center portion of cylinder head gasket, torque cylinder head cap screws to 30-35 ft-lb.

(7) Certain high compression ratio applications develop high discharge gas temperatures which sometimes allows the cylinder head and valve plate gaskets to develop a set. Under these conditions the cap screws could lose some of their hold-down torque. It is therefore recommended all head cap screws be retorqued 24 hours after new gaskets have been installed.

### **-30. COMPRESSOR OIL PUMP ASSEMBLY**

See figures 5-9 or 5-10 and 5-13. Note that figure 5-13 shows the compressor used on the F10000RG-2. The suction strainer is located on the opposite end on the F10000R-6. All other features are the same.

#### **a. Disassembly.**

(1) See figure 5-9 or 5-10 as applicable and remove the four cap screws from the cover plate and remove the oil feed guide vane and spring. In figure 5-13 this has already been done.

(2) Remove the drive segment cap screws (6, fig. 5-13) from the end of the crankshaft. This must be done before step 3.

(3) Remove the eight cap screws (7, fig. 5-13) holding the bearing head assembly to the crankcase.

(4) Remove the bearing head assembly by pulling forward.

#### **b. Inspection.**

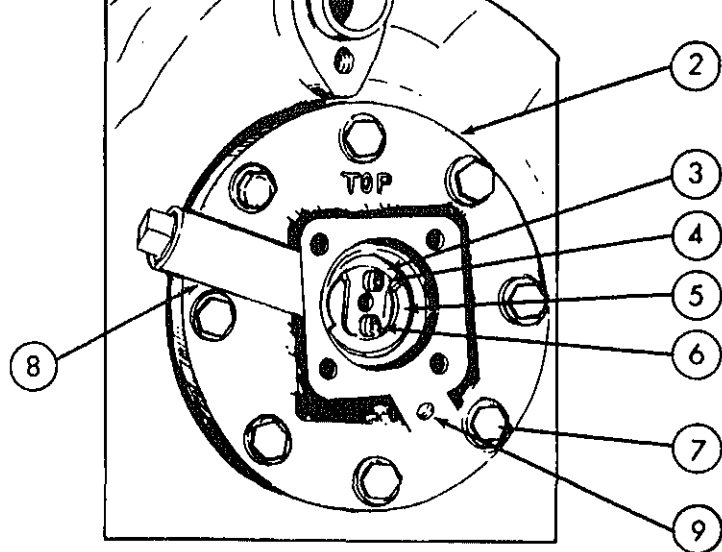
(1) Inspect the bearing surfaces for evidence of wear or damage.

(2) Check internal running gear for any obvious problems such as broken rods or pistons.

(3) If the drive segment (4, fig. 5-13) appears worn, replace it.

(4) If the bearing head appears worn or scored, the complete bearing head assembly should be replaced.





- 1 — SUCTION STRAINER ASSEMBLY
- 2 — OIL PUMP BEARING HEAD ASSEMBLY
- 3 — ROTOR RETURNING RING
- 4 — OIL PUMP DRIVE SEGMENT
- 5 — OIL PUMP ROTOR
- 6 — DRIVE SEGMENT CAP SCREWS
- 7 — BEARING HEAD CAP SCREWS
- 8 — OIL PUMP INLET PASSAGE
- 9 — OIL PRESSURE TAP

Figure 5-13. Compressor Pump End Bearing Head

TS-4110-23

d. Replacement/Reassembly.

(1) Bolt the bearing head to the crankcase, using the eight cap screws (7, fig. 5-13). The bolt torque should be 25 to 30 ft-lb.

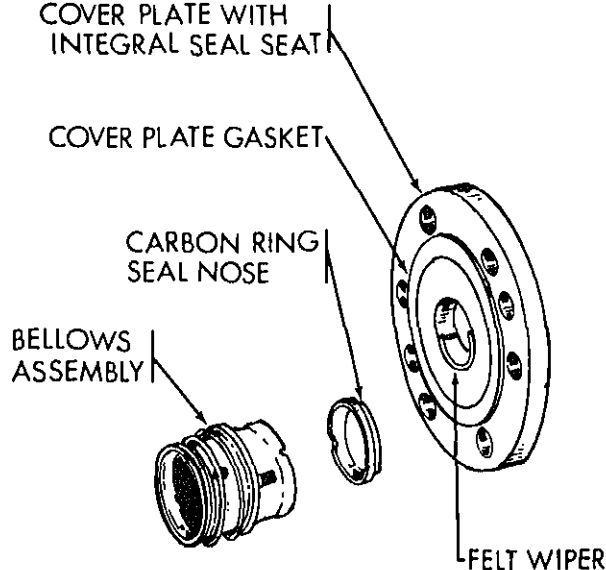
(2) Bolt the drive segment (4, fig. 5-13) to the crankshaft, using the two cap screws (6, fig. 5-13). Torque 4 to 6 ft-lb on the No. 10 screw and 8 to 14 ft-lb on the 1/4 inch screw.

(3) Insert the oil feed guide vane with the large diameter inward.

**NOTE**

The guide vane must be installed before the vane spring.

(4) Place the oil feed vane spring over the small diameter of the guide vane.



TS-4110-234-14/5-14

Figure 5-14. Seal Assembly

The crankshaft oil seal is a sleeve type with rotating bellows and integral seal seat.

. Disassembly.

- (1) Remove the cap screws and slip the cover plate, gasket and shaft seal from the crankshaft.
- (2) Inspect all parts including crankshaft for obvious wear, broken parts and other visible damage.

. Replacement/Reassembly.

**CAUTION**

Do not attempt to repair or replace seal components. Replace complete seal assembly with current sleeve type. The bellows assembly of the service replacement seal must not be taken apart.

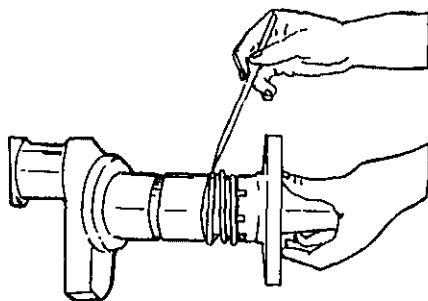
- (1) Pump end bearing head must be in place for proper positioning of seal on crankshaft.
- (2) Be sure shaft extension, especially the edges of the keyway, is free of sharp edges and nicks. Shaft must be clean and free of rust. Polish the shaft with crocus cloth.



TS-4110-234-14/5.

Figure 5-15. Step 1 Seal Assembly Installation

(5) Using seal cover plate, push seal assembly on crankshaft until spring guide is tight against shoulder. (Do not use cover plate bolts to push seal into position.) Remove cover plate being careful not to damage carbon washer. (See fig. 5-16.)

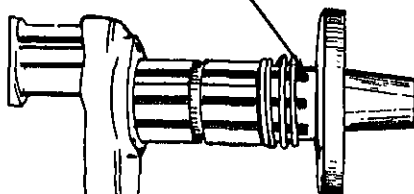


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Figure 5-16. Step 2 Seal Assembly Installation

(6) Be sure that driving band lugs are positioned in center of seal retainer shell slots. Lubricate carbon washer seal seat. Reinstall cover plate, drawing bolts down evenly to prevent damage to carbon washer. (See fig. 5-17.)

LUG IN CENTER  
OF SLOT



atches, scoring or other defects. Remove minor burrs with a fine mill file. Replace damaged bearings. Replace a damaged or defective crankshaft.

### NOTE

When crankshaft is replaced, there must be a minimum of 0.005 inch and a maximum of 0.11 inch end play on the shaft.

- (2) Inspect the oil filter for a loose or damaged oil tube. Replace a damaged or defective oil filter.
  - (3) Inspect all hardware for worn or damaged threads. Replace damaged or defective hardware.
- See paragraph 5-30 and install the oil pump assembly.

### 33. COMPRESSOR PISTON AND ROD ASSEMBLY

Access. See paragraph 5-30 and remove oil pump assembly.

Inspect/Replace.

- (1) Inspect the pistons and connecting rods for cracks, burrs and nicks. Remove small nicks and burrs from the pistons and connecting rods. Replace damaged or defective parts.
- (2) Check the piston pin bore in the bosses, using a new pin to determine the proper fit. Check the clearance between the piston and cylinder wall. Recommended clearance is 0.0016/0.0025 inch (0.041/0.064 mm). Make sure the clearance is checked both in line with the piston pin and at 90° from the axis of the piston.
- (3) Piston rings should be installed by placing the open end of the ring on the piston first. Spread the rings gently and only far enough to slip over the piston and into the proper grooves. Check the clearance between the ring and the piston land. Recommended clearance is 0.0005/0.0015 (0.0127/0.0381 mm).
- (4) Inspect the piston pins for wear and score marks. Replace a worn or defective piston pin.

See paragraph 5-30 and install the oil pump assembly.

### 34. ENGINE (F1000RG-2)

General. See paragraph 4-59 for Removal/Installation instructions.

Disassembly/Reassembly. When engine disassembly is necessary, remove all of the complete assembly such as the manifold with the carburetor and air cleaner. An individual assembly such as the carburetor should always be removed and served later.

- (1) Keep all parts in their respective order, for example, valve assemblies and rod caps for their respective and piston assemblies, etc.
- (2) Investigate reasons for parts failures.

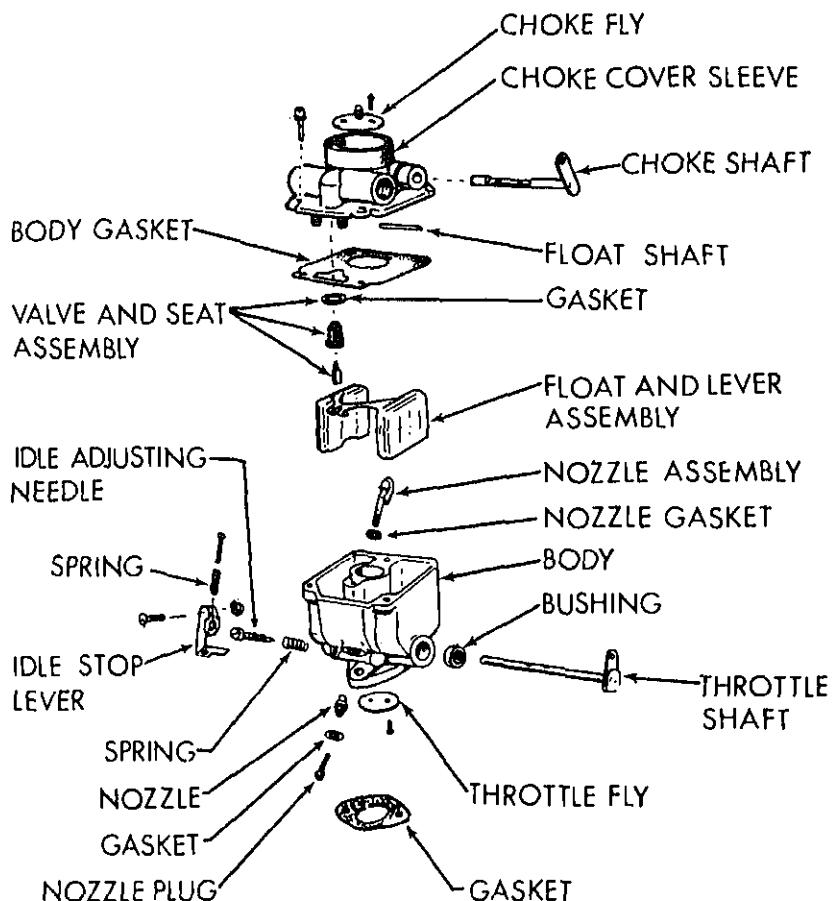


Figure 5-18. Carburetor F10000RG-2

TS-4110-23

- a. See paragraph 4-64 for access, inspection and adjustments.
- b. Repair.

(1) Carburetor maintenance should consist of regular cleaning. Some gasolines have a tendency to form a gum deposit inside the carburetor which can usually be removed by soaking in acetone.

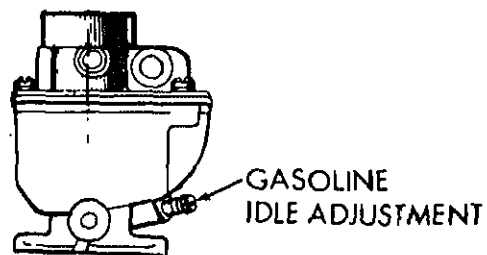
(4) For further adjustment instructions see paragraph 4-64.

#### Removal.

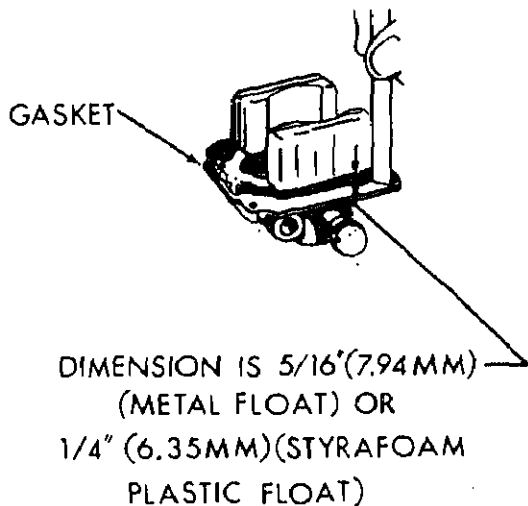
- (1) Remove the air cleaner by loosening the screw at its base.
- (2) Remove the manifold from the engine.
- (3) Remove two screws securing the carburetor to the manifold.

#### Replacement.

- (1) Install the carburetor (with a new gasket) to the manifold.
- (2) Install the manifold (with new gaskets) on the engine.
- (3) Install the air cleaner onto the carburetor and tighten the screw at its base.



### NEEDLE VALVE ADJUSTMENT



### FLOAT LEVEL ADJUSTMENT

Figure 5-19. Carburetor Needle Valve and Float Level Adjustment F10000RG-2

TS-4110-234-14/5-1

### 3. STARTER (F10000RG-2)

For proper cranking motor operation with a minimum of trouble, a periodic maintenance procedure should be followed. Periodic lubrication, inspection of the brushes and commutator as described in this section.

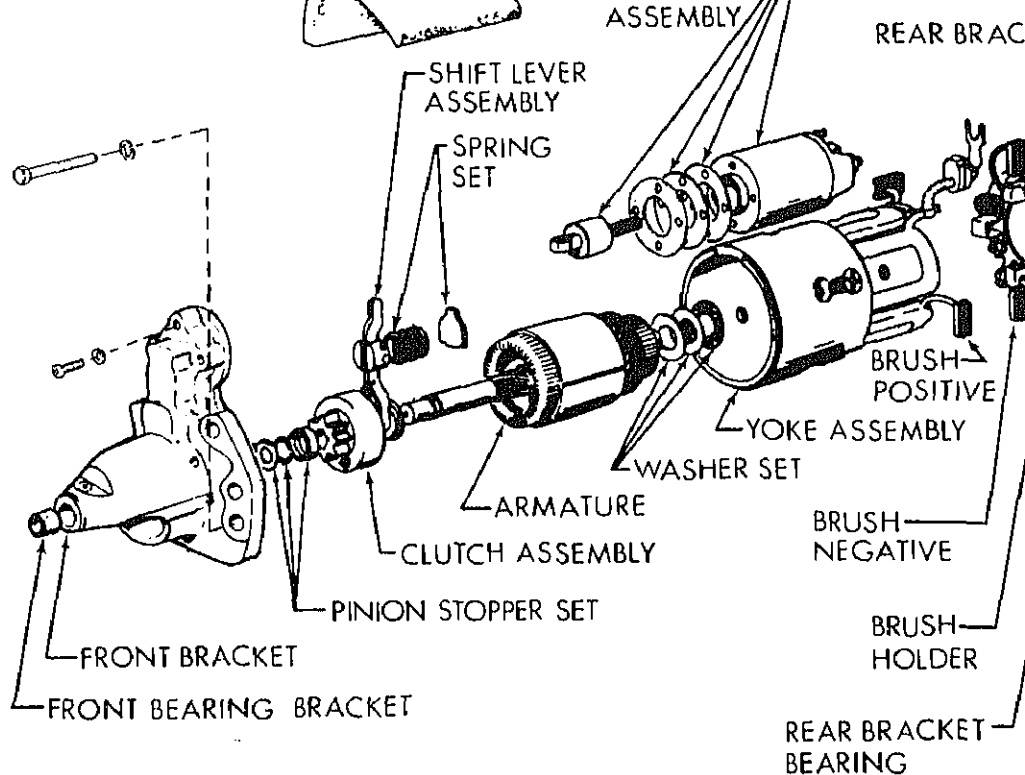


Figure 5-20. Starter F1000RG-2

**CAUTION**

Never oil the commutator. Oil on the commutator reduces the cranking a motor.

c. The commutator can be cleaned by using number 00 sandpaper. Never use emery cloth. If the commutator is out of round or has high mica, remove it from the cranking motor. Turn the commutator carefully to remove only enough material to true up the commutator and remove high mica.

**NOTE**

It is not necessary to undercut mica on starter motor commutator.

d. Replace worn brushes. If brushes wear rapidly, check for excessive brush spring pressure.

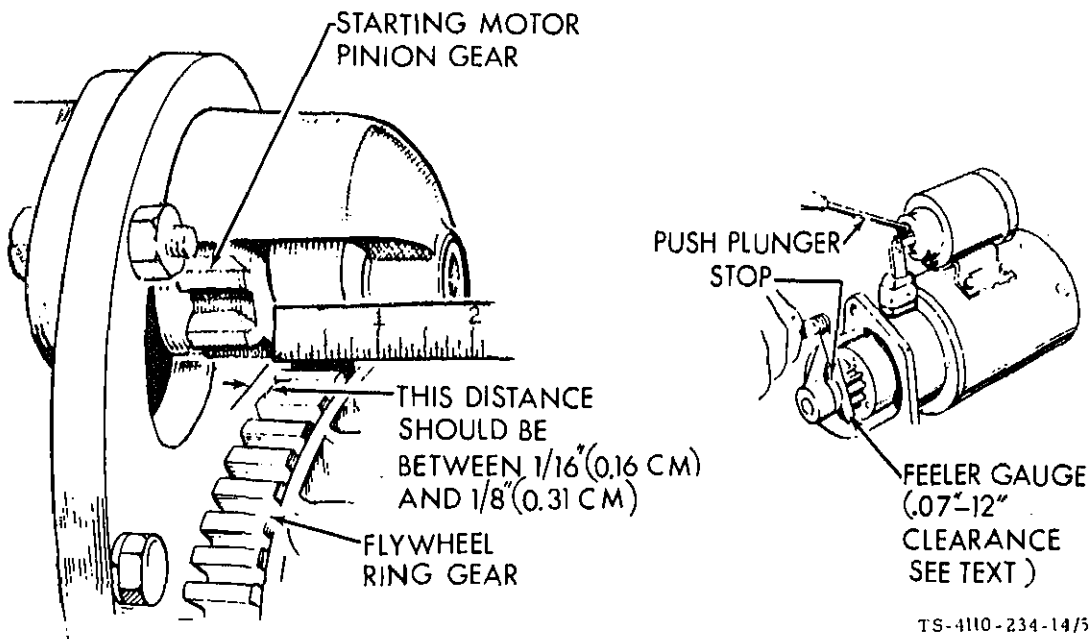
methods. This may cause the clutch to lose some or all of its grease.

(3) If the pinion does not turn freely in the clutch in the overrunning direction, or the clutch tends to slip in the opposite direction, replace the assembly. A worn clutch indicated by excessive looseness of the pinion requires replacement.

### NOTE

Never attempt to repair or relubricate a defective clutch.

(4) The clearance between the pinion and the housing should be approximately 1/16 to 1/8-inch (0.0157 to 0.031 cm) when the pinion is in the operating position. See figure 5-21.



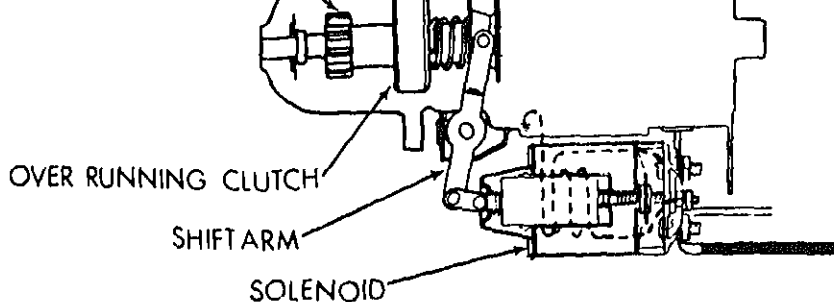
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Figure 5-21. Pinion Clearance F10000RG-2

#### f. Drive Pinion.

(1) The teeth of the drive pinion are chamfered on only one side and specially rounded and polished to make the automatic meshing with the flywheel ring gear more efficient. The drive is designed so if the en



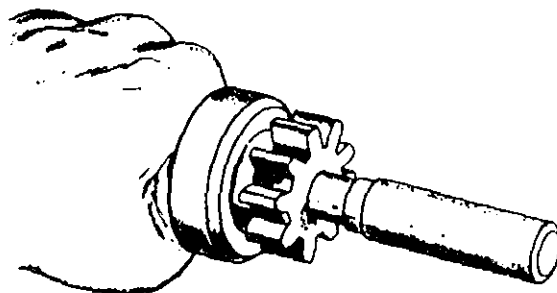


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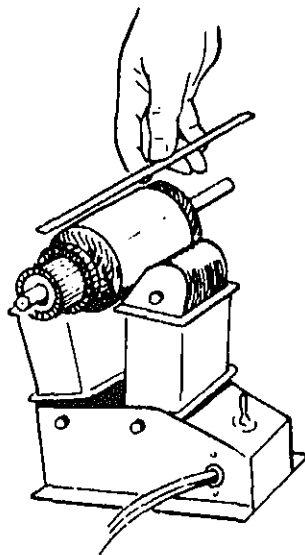
Figure 5-22. Solenoid Shift Starter F10000RG-2

g. Disassembly. See figure 5-20.

- (1) Tag and disconnect all wires to the starting unit.
- (2) Remove the solenoid (where applicable).
- (3) Remove the starter motor thru-bolts and divide the starter into three main assemblies — bracket, the housing and the rear bracket. The spacers on the solenoid starters are used for adjusting thrust gap of the armature shaft and are located between the rear bracket and the commutator shaft.
- (4) The armature can now be removed from the front bracket. Be careful not to miss the small steel pin used in the end of the armature shaft. Remove the shift lever at the same time the armature is removed. The spring holder, lever springs and retainer can be removed prior to the lever.
- (5) Remove the ring after driving the pinion stopper toward the pinion gear using a cylindrical short piece of pipe (fig. 5-23). Remove the overrunning clutch and the pinion stopper at the same time.



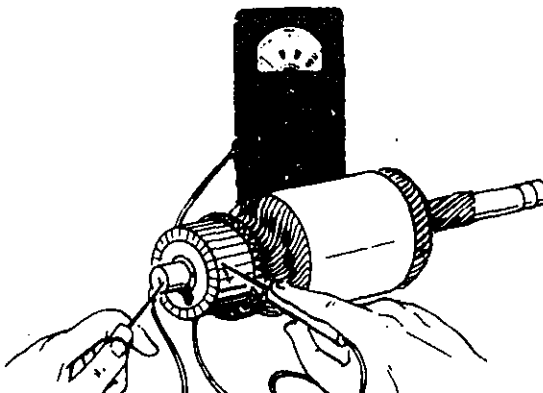
the core and just above it while slowly rotating the armature in the growler (fig. 5-24). A shorted armature causes the blade to vibrate and move toward the core. A shorted armature must be replaced.



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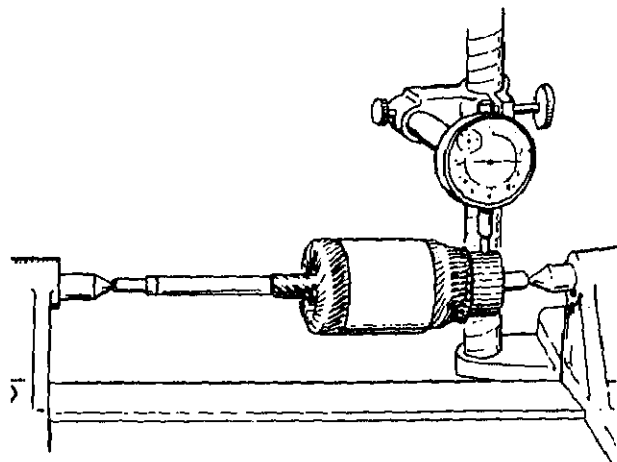
Figure 5-24. Test for Shorted Armature F10000RG-2

(2) Testing Armature for Grounds: Touch armature shaft or core and the end of each commutator bar with a pair of ohmmeter leads (fig. 5-25). If the ohmmeter reading is low, it indicates a grounded armature. Replace the armature.



commutator rib. Care must be taken to ensure the points where the commutators are joined to the shaft connections.

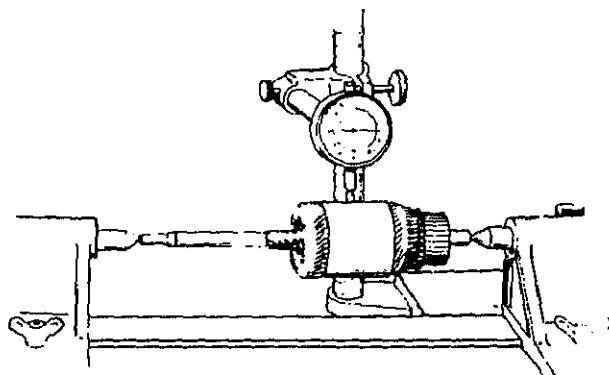
(4) Testing Commutator Runout: Place the commutator in a test bench and use a dial indicator (fig. 5-26). When commutator runout exceeds 0.004 inch (.010 cm), replace the commutator.

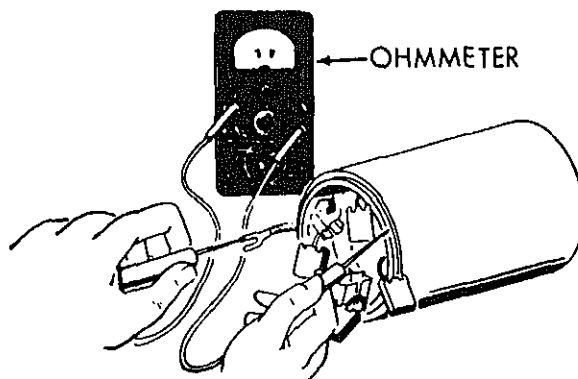


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Figure 5-26. Checking Commutator Runout F10000RG-2

(5) Testing Armature Shaft Runout: The armature shaft, as well as the commutator, can often be straightened, but if the shaft is worn, a new armature is required.



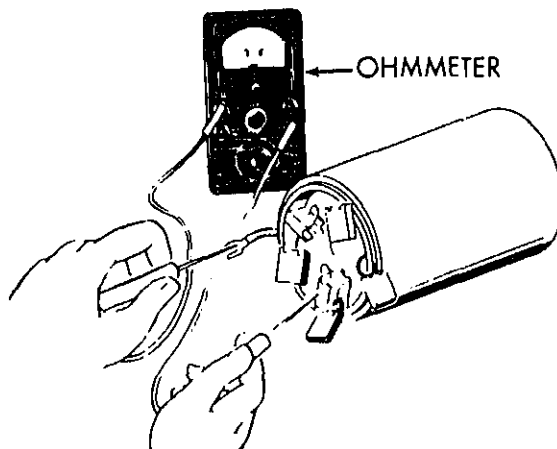


ONE PROD ON FIELD COIL LEAD.  
ONE PROD ON FRAME.

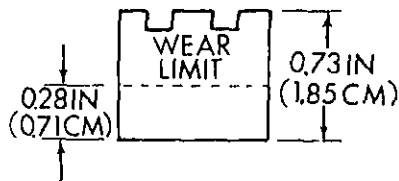
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Figure 5-28. Field Coil Ground Test F10000RG-2

(7) **Testing Field Coils for Open Circuit:** Place one prod on the connector and the other on a clean spot on the brushholder (fig. 5-29). If continuity is good, the field coil is okay. Check all brushholders in the same manner.



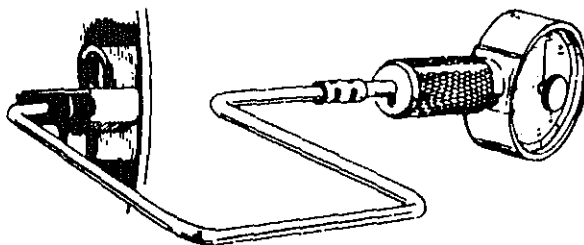
ONE PROD ON FIELD COIL LEAD



TS-41

Figure 5-30. Brush Wear Limits F10000RG-2

(9) Inspection for Brush Spring Tension: Measure brush spring tension with a tension gauge. Push the brush into its holder and take the reading just as the brush slightly projects from the holder. For a new brush the spring tension should be 49 to 59 ounces (1.37-1.65 kPa).



TS-4110-23

Figure 5-31. Measuring Brush Spring Tension F10000RG-2

i. Assembly. See figure 5-20.

**WARNING**

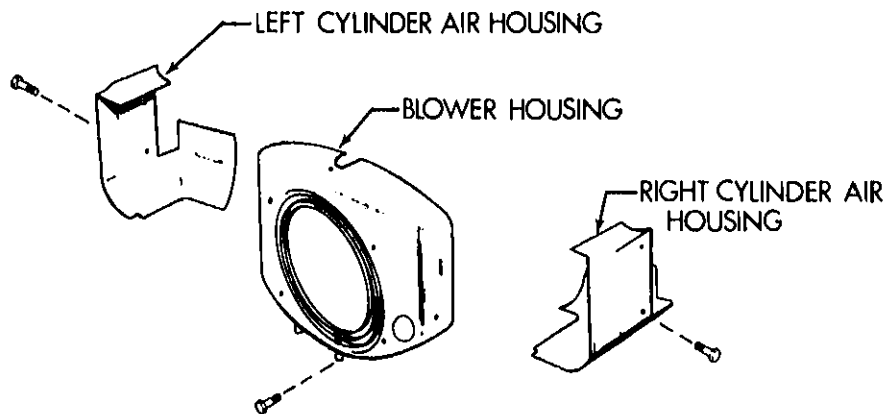
Compressed air used for cleaning purposes will not exceed 30 PSI (2.1 kg/cm<sup>2</sup>).

, joint of shift lever and plunger, plunger and spacing washers at end of shaft.

- (3) Install the overrunning clutch and the pinion stopper.
- (4) Install the shift lever after replacing the spring holder, lever springs and retainer.
- (5) Install the armature. Use spacing washers to adjust armature end play of 0.004 to 0.020 inch (0.10 to 0.51 mm).
- (6) Install the starter motor thru-bolts.
- (7) Reinstall the solenoid and all wires, while carefully observing the tags on the wires.
- (8) When assembling starter to engine oil base, do not draw the mounting bolts up tight. The gears should have 0.004- to 0.007-inch (0.102 to 0.178 mm) backlash. Tap the starter in or out from the oil base to adjust. Tighten starter mounting bolts to 30 foot-pounds.

### 37. COOLING SHROUD (F10000RG-2) See figure 5-32.

The air-cooling system on the engine consists of heat radiating fins, the flywheel blower, and the cooling shroud for channeling the airflow. Heat radiating fins are located on the cylinder head and cylinder block. The greatest concentration of heat is in this area. The fins increase the heat radiating surface of these parts, allowing the heat to be carried away more quickly. The flywheel blower consists of air vanes cast as a part of the flywheel. As the flywheel revolves, these vanes blow cool air across the fins, carrying away the heated air and replacing it with cool air. The shroud directs the path of the cool air to the areas that demand cooling. The shroud must be in place if the cooling system is to operate at its maximum efficiency.



TS-4110-234-14/5-32

Figure 5-32. Cooling Shroud F10000RG-2

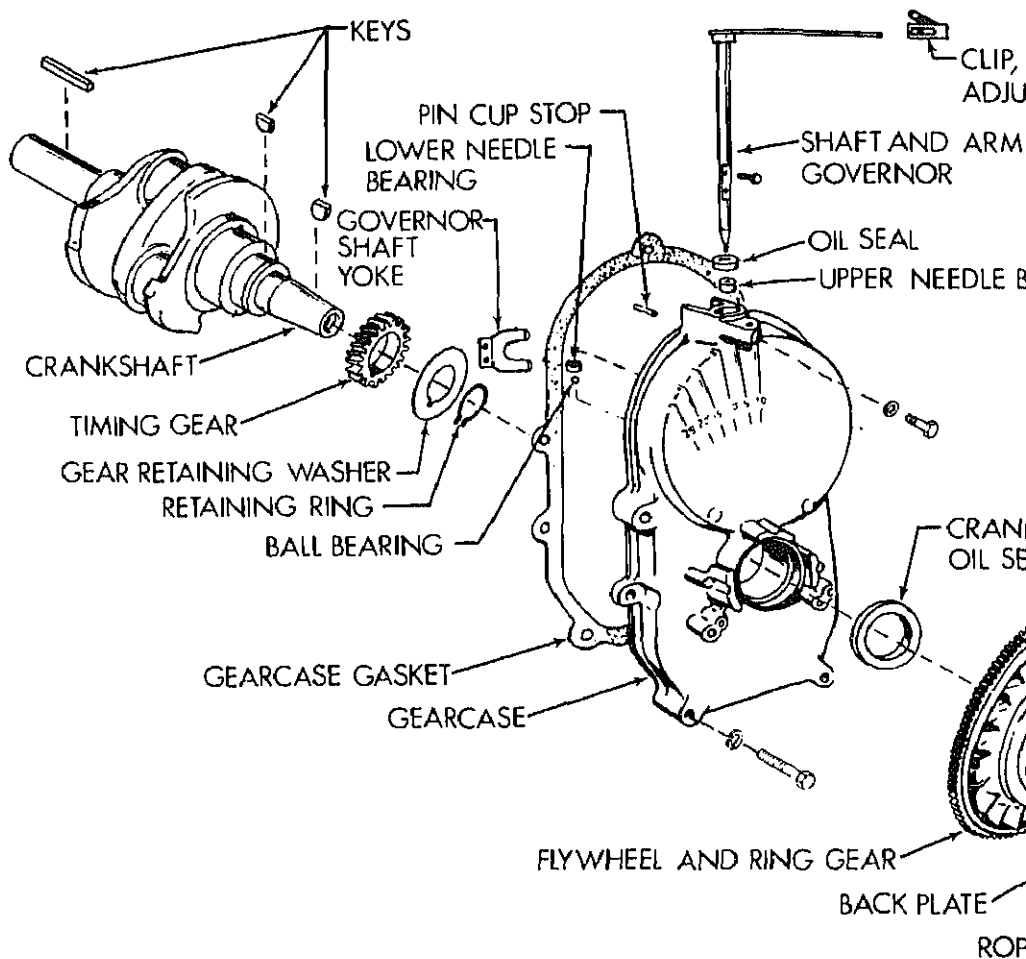


Figure 5-33. Flywheel, Gearcase, Governor and Crankshaft  
F1000RG-2

a. Flywheel.

**CAUTION**



TS-4110-234-14/5-34

Figure 5-34. Flywheel Puller F10000RG-2

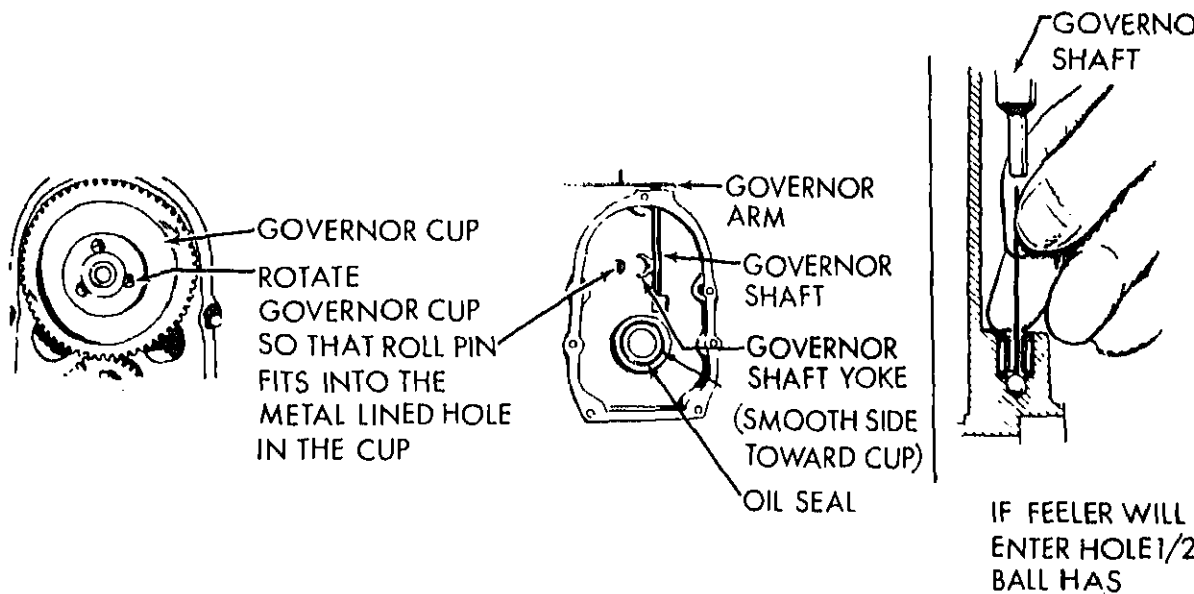
**WARNING**

All damaged flywheels must be replaced not repaired, otherwise serious personal injury may result.

(2) Do not drop the flywheel. A broken fin will destroy the balance. Always use a steel key for mounting flywheel.

(3) A magneto flywheel which has lost its magnetism can be remagnetized. The spark should jump a 1/4 inch (4.7 mm) gap with ease, as tested by holding the spark plug wire away from a clean metal part of engine while cranking.

b. Gear Cover Assembly. See figure 5-35.





**CAUTION**

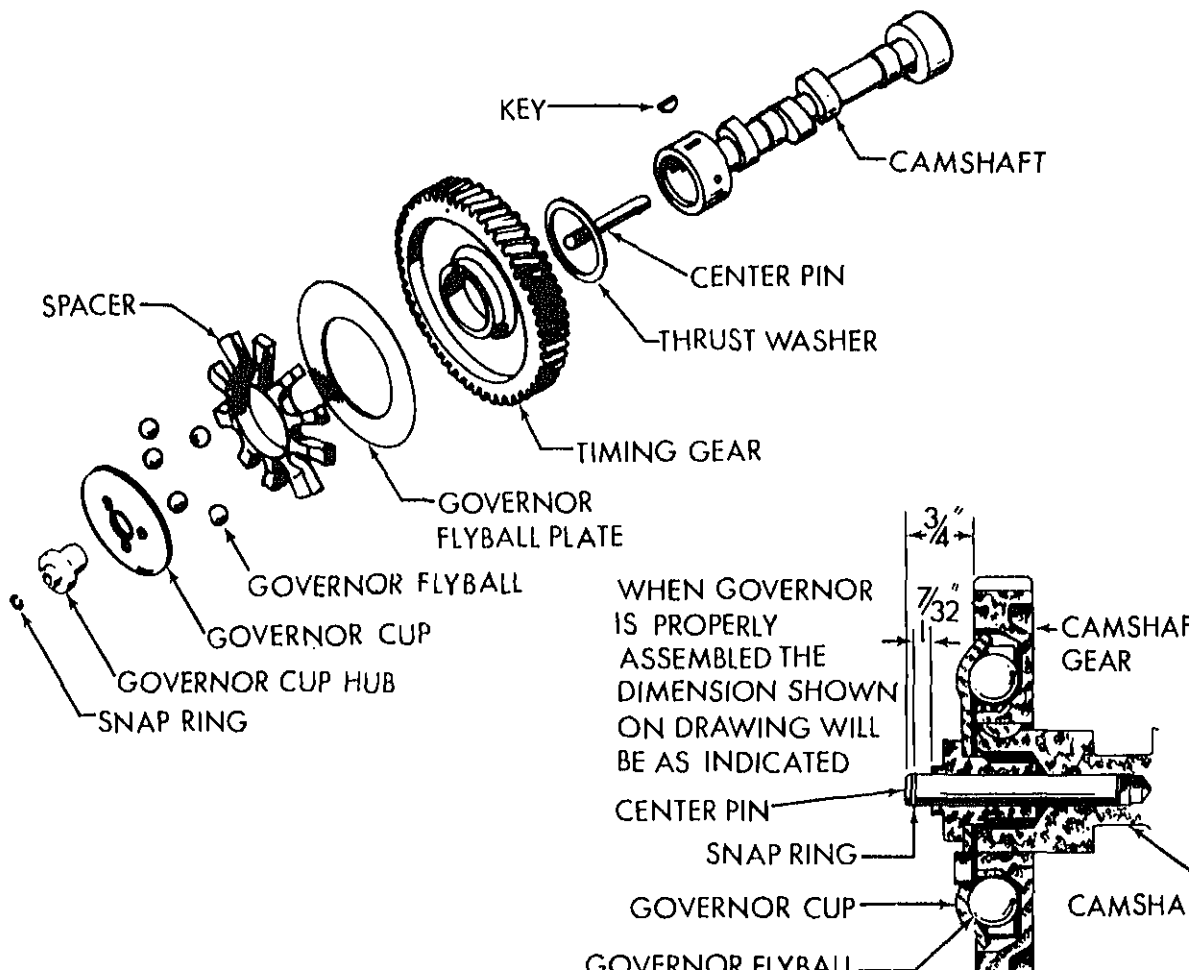
When installing the gear cover, make sure that the pin in the gear cover engages the governor cup correctly.

(2) Turn the governor cup so that the metal lined hole is at the three o'clock position. The smooth side of the governor yoke must ride against the governor cup.

(3) Turn the governor arm and shaft clockwise as far as possible and hold in this position until the gear cover is installed flush against the crankcase. Be careful not to damage the gear cover oil seal.

(4) Adjust the roll (stop) pin to protrude to a point  $\frac{3}{4}$  inch (1.91 cm) from the cover mounting surface.

c. Governor Cup. See figure 5-36.

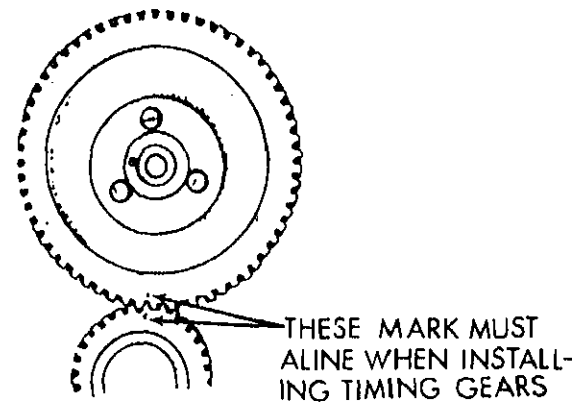
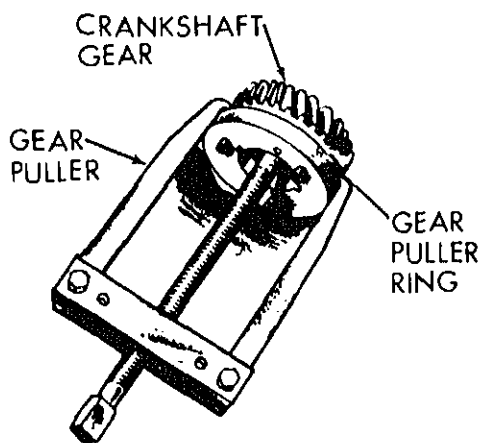


Otherwise damaged, replace the entire timing gear set. The governor cup must spin freely on the camshaft center pin without excessive looseness or wobble. If the race surface of the cup is grooved or rough, replace with a new one.

(3) When installing the governor cup, tilt the engine so the gear is up, put the flyballs in place and install the cup and snap ring on the center pin.

(4) The camshaft center pin extends out 3/4 inch (1.91 cm) from the end of the camshaft. This distance provides an in and out travel distance of 7/32 inches (5.6 mm) for the governor cup as illustrated. Hold the center pin against the flyballs when measuring. If the distance is less (the engine may race, especially at no load), remove the center pin and press a new pin in for only the required amount. Otherwise, grind off the hub of the cup if required. The camshaft center pin cannot be pulled outward or removed without damage. If the center pin extends out too far, the cup will not hold the flyballs properly.

Timing Gears. See figure 5-37.



TS-4110-234-14/5-37

Figure 5-37. Timing Gear Removal and Installation F10000RG-2

(1) If replacement of either the crankshaft gear or the camshaft gear becomes necessary, install both new, never one only. Use a gear pulling ring to remove the crankshaft gear. Be sure to remove the camshaft gear first.

(2) The camshaft gear is pressed on and keyed to the camshaft. The camshaft and gear must be removed as an assembly after first removing the crankshaft gear lock ring and washer. Before removing the camshaft and gear assembly, remove the cylinder head and valve assemblies. Remove the operating plunger for the governor. Remove the tappets.

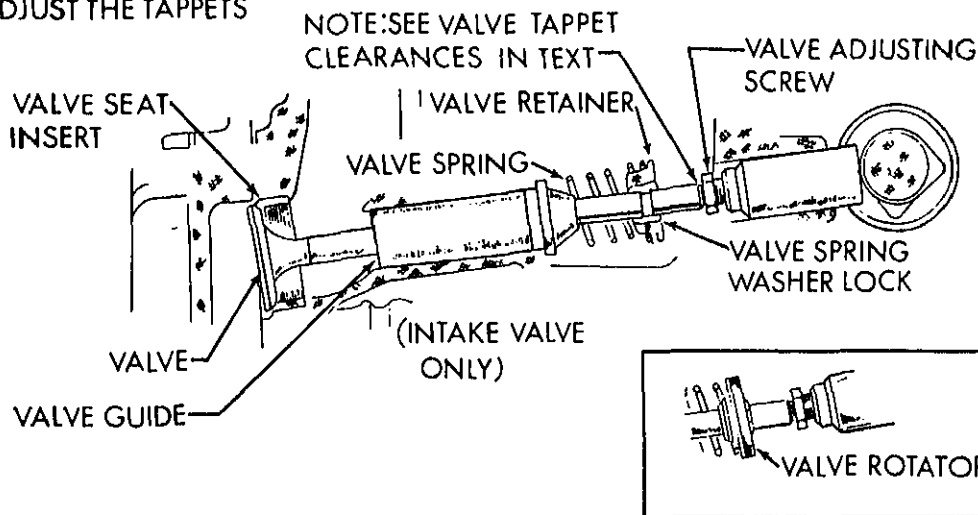
(3) The camshaft may be pressed out of the gear by use of a hollow tool or pipe which will fit over the camshaft and be pressed out of the gear.



Cylinder Heads. The cylinder head bolts should be tightened in the sequence indicated in figure 5-38 to a torque of 5 foot-pounds, then 10 foot-pounds, and so on until all are torqued to 29 to 31 foot-pounds.

Valves. See figure 5-39.

NOTE: USE A STANDARD  
AUTOMOTIVE TYPE WRENCH  
TO ADJUST THE TAPPETS



TS-4110-234-14/5-

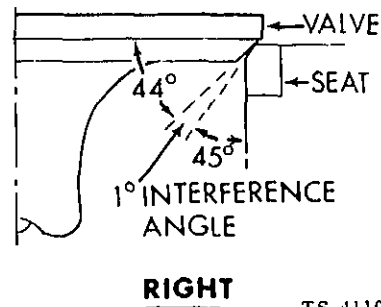
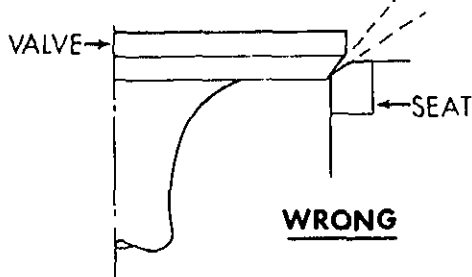
Figure 5-39. Valve Components F10000RG-2

(1) Properly seated valves are essential to good engine performance. The cylinder head is removable for servicing. Do not use a pry to loosen the cylinder head. Rap sharply on the edge with a soft-face hammer, taking care not to break any cooling fins. A conventional type valve spring lifter may be used when removing the valve spring locks, which are of the split type. Clean all carbon deposits from the cylinder head on top, valves, guides, etc. If a valve face is burned or warped, or the stem worn, install a new valve.

(2) Worn valve stem guides may be replaced from inside the valve chamber. A seal is provided behind the larger diameter of the valve guides only. The smaller diameter of the tapered valve guides must face toward the valve head.

(3) Tappets are also replaceable from the valve chamber, after first removing the valve assemblies.

(4) The valve face angle is 44 degrees. The valve seat angle is 45 degrees. This 1-degree interference angle results in a sharp seating surface between the valve and the top of the valve seat. The interference angle method of grinding valves minimizes face deposits and lengthens valve life. See figure 5-40.



TS-4110-234-

Figure 5-40. Valve Face and Seat Angles F10000RG-2

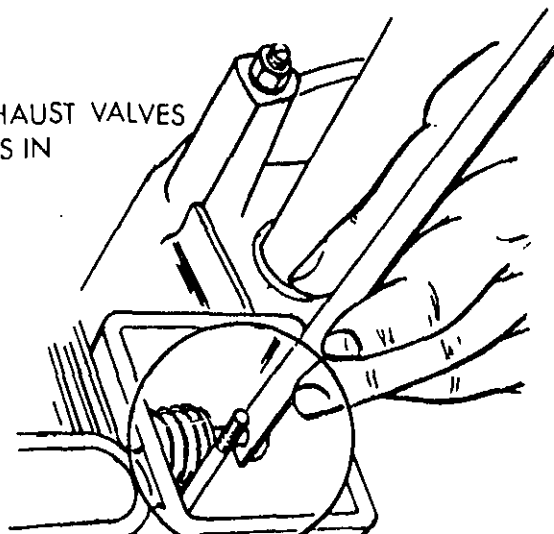
(6) Remove all grinding compound from engine parts and place each valve in its proper location. Test each valve for a tight seat, using an air pressure type testing tool. If such a tool is not available, make marks at intervals across the valve face and observe if the marks rub off uniformly when the valve is rotated a full turn against the seat.

(7) Lightly oil the valve stems and reassemble all parts removed. Adjust the valve clearance. Repeat the tappet adjustment procedure in subparagraph c.

(8) The positive type valve rotocoils serve to prolong valve life and decrease valve repairs. Rotate the rotocoils periodically by removing the cylinder heads and cranking the engine. When functioning properly, the rotocoil valve is rotated a fraction of a turn each time it opens. If rotocoils are faulty, install new ones.

c. **Tappet Adjustment.** See figure 5-41.

INTAKE AND EXHAUST VALVES  
(SEE CLEARANCES IN  
TABLE 5-3)



Under. All clearances are shown in Table 5-3. For each valve, the gage should just pass between the valve seat and valve tappet.

**Table 5-3. Engine Dimensions and Clearances**

All clearances given at room temperature of 70°F.  
All dimensions in inches unless otherwise specified.

	Minimum	Maximum
Valve Tappet to Cylinder Block Clearance.....	0.0015 (0.038 mm)	0.0030 (0.08 mm)
Valve Stem in Guide — Intake.....	0.0010 (0.03 mm)	0.0025 (0.06 mm)
Valve Stem in Guide — Exhaust.....	0.0025 (0.06 mm)	0.0040 (0.10 mm)
Valve Seat Interference Width.....	1/32 inch (.79 mm)	3/64 inch (1.19 mm)
Valve Face Angle.....		44°
Valve Seat Angle.....		45°
Valve Interference Angle.....		1°
Crankshaft Main Bearing.....	0.0024 (0.061 mm)	0.0042 (0.10 mm)
Crankshaft End Play.....	0.006 (0.15 mm)	0.012 (0.30 mm)
Camshaft Bearing.....	0.0015 (0.04 mm)	0.0030 (0.08 mm)
Camshaft End Play.....	0.003 (0.08 mm)	---
Rod Bearing (Forged Rod).....	0.0005 (0.01 mm)	0.0023 (0.06 mm)
Connecting Rod End Play (Ductile Iron).....	0.002 (0.05 mm)	0.016 (0.41 mm)
Timing Gear Backlash.....	0.002 (0.05 mm)	0.003 (0.08 mm)
Oil Pump Gear Backlash.....	0.002 (0.05 mm)	0.005 (0.13 mm)
Piston to Cylinder, Strut Type (Measured below Oil Controlling Ring — 90° from Pin) Clearance.....	0.0025 (0.06 mm)	0.0045 (0.11 mm)
Piston Pin in Piston.....	Thumb Push Fit	
Piston Pin in Rod.....	0.0001 (0.0025 mm)	0.0006 (0.0152 mm)
Piston Ring Gap in Cylinder.....	0.010 (0.254 mm)	0.023 (0.584 mm)
Crankshaft Main Bearing Journal — Standard Size.....	1.9992 (50.779 mm)	2.000 (50.8 mm)
Crankshaft Rod Bearing Journal — Standard Size.....	1.6252 (41.280 mm)	1.6260 (41.300 mm)
Cylinder Bore — Standard Size.....	3.2490 (82.525 mm)	3.2500 (82.550 mm)
Piston Ring Side Clearance.....	0.0020 (0.05 mm)	0.0080 (0.20 mm)

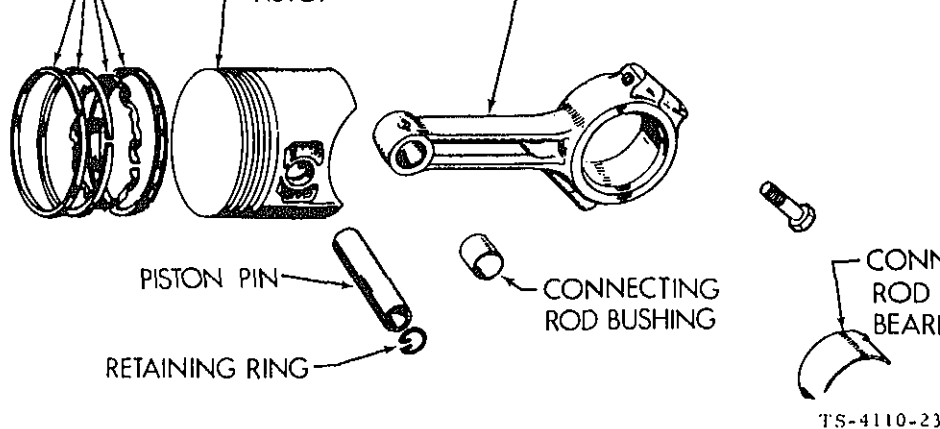
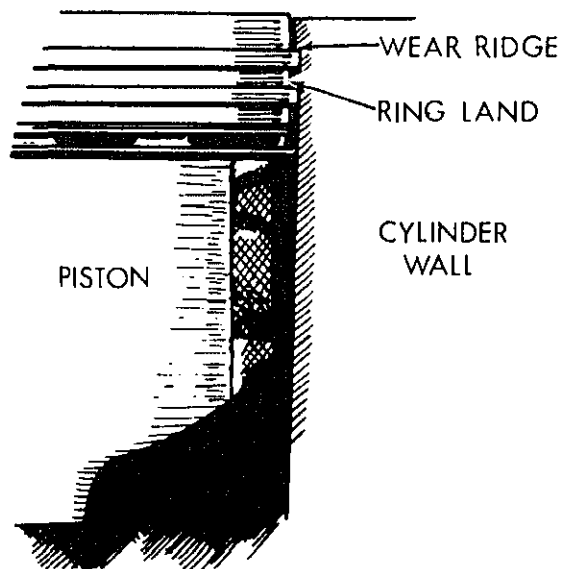


Figure 5-42. Piston and Rings F10000RG-2

a. Rings and Pistons.

(1) Whenever there is a noticeable wear ridge at the top of each cylinder, remove the reamer before removing the pistons. If not, the rings can catch the ridge when pushing out and cause a ring land fracture. See figure 5-43.



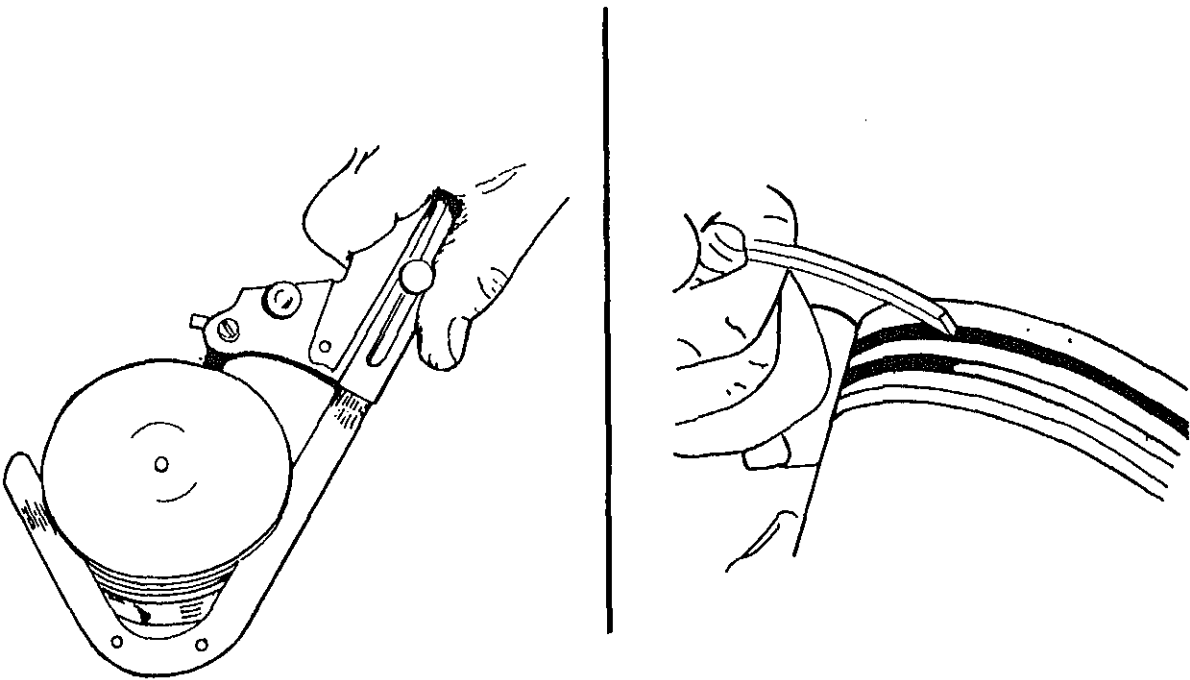
REMOVING PISTON WITH LARGE WEAR RIDGE COULD BREAK RING OR RING LAND

## NOTE

Keep the connecting rod bearing caps and bearings with their respective rods.

(3) The pistons are fitted with two compression rings and one oil control ring with an expander. Remove the rings from the piston using a piston ring spreader.

(4) Clean the piston ring grooves with a groove cleaner or the end of a broken ring filed to a sharp point as shown in figure 5-44. All passages should be cleaned with a non-caustic solvent. Clean the rod bore and the back of the connecting rod bearings thoroughly.



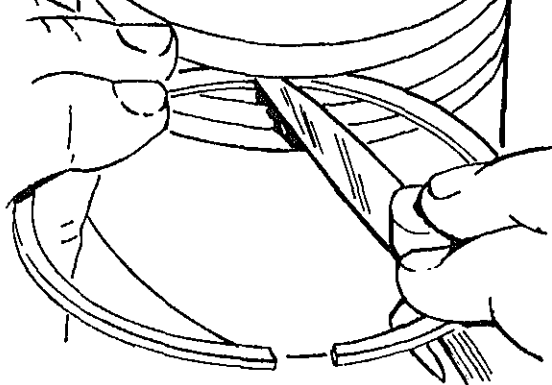
TS-4110-234-14/5-44

Figure 5-44. Cleaning Piston Ring Grooves F10000RG-2

(5) Mark each piston to make sure the rod will be assembled on the piston from which it was removed. Remove the piston pin retainer from each side and push the pin out.

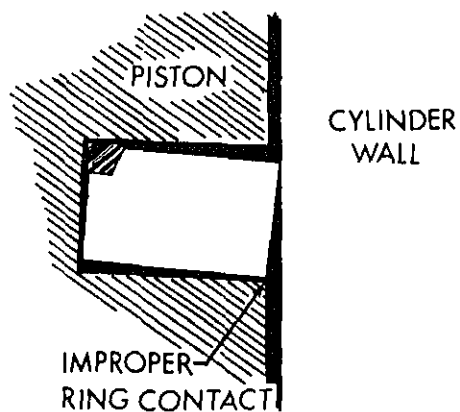
(6) Inspect the pistons for fractures at the ring lands, skirts and pin bosses. Check for wear at the ring lands using new rings and a feeler gage as shown in figure 5-45. See Table 5-3 for proper side clearance measurement.





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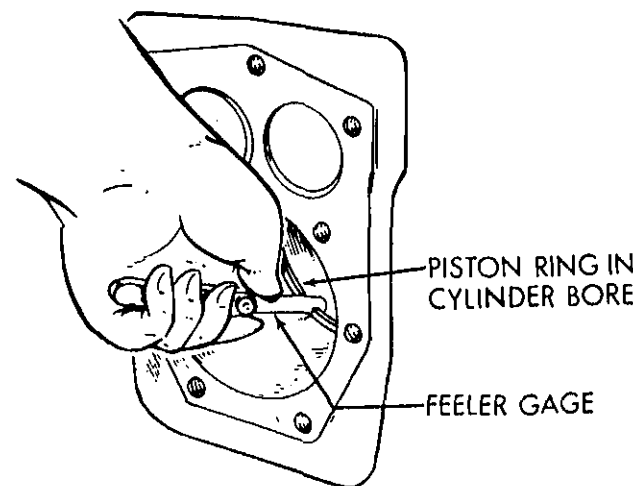
Figure 5-45. Inspecting Ring Lands F10000RG-2



TS-4110-234-14/5-46

Figure 5-46. New Ring in Worn Piston Ring Groove F10000RG-2

do not use rings which require too much filing. Standard size rings may be used on 0.005-inch (0-127) oversize pistons. Other oversize rings must be used with corresponding oversize pistons. Rings of the type are usually marked top on one side, or identified in some other manner and the ring must be installed with its mark toward the closed end of the piston.



TS-4110-234-14/5-47

Figure 5-47. Fitting Piston Rings to Cylinder F10000RG-2

(11) Space each ring gap one third of the way around the piston from the preceding one, with no gap directly in line with the piston pin. The bottom piston ring groove should be fitted with an expander and a control ring and the two upper grooves fitted with compression rings. If a chrome faced ring is used, it will fit in the top groove. The oil control ring is selected for best performance in regard to the correct unit pressure characteristics.

(12) The piston is fitted with a full-floating type piston pin. The pin is kept in place by two lock rings in the piston, one at each side. Be sure these lock rings are properly in place before installing the piston in the connecting rod in the engine. Refer to Table 5-3 for the correct piston-to-cylinder clearance.

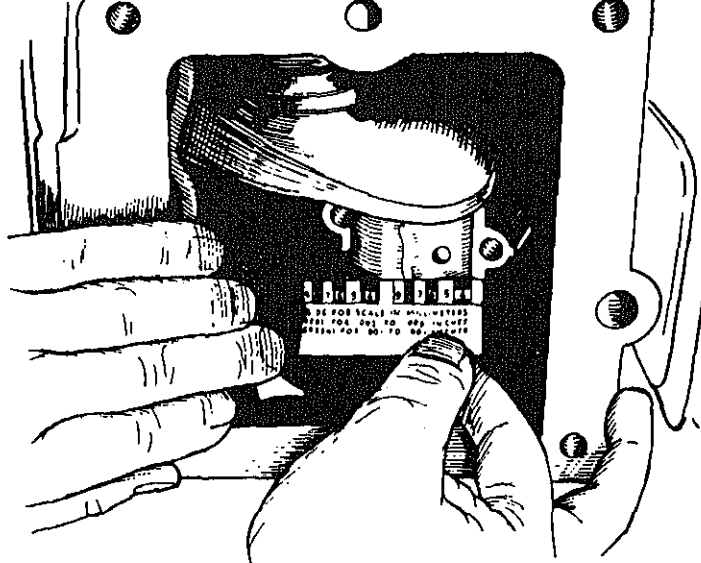
b. Connecting Rods. See figure 5-42.

(1) The connecting rods should be serviced at the same time the pistons or rods are serviced. Rods are removed with the piston.

**CAUTION**

Make certain that all parts are marked or identified so that they are reinstalled in their original positions.

(2) Proper clearance is obtained by replacing the pin bushing and the bearings. The rod bearings



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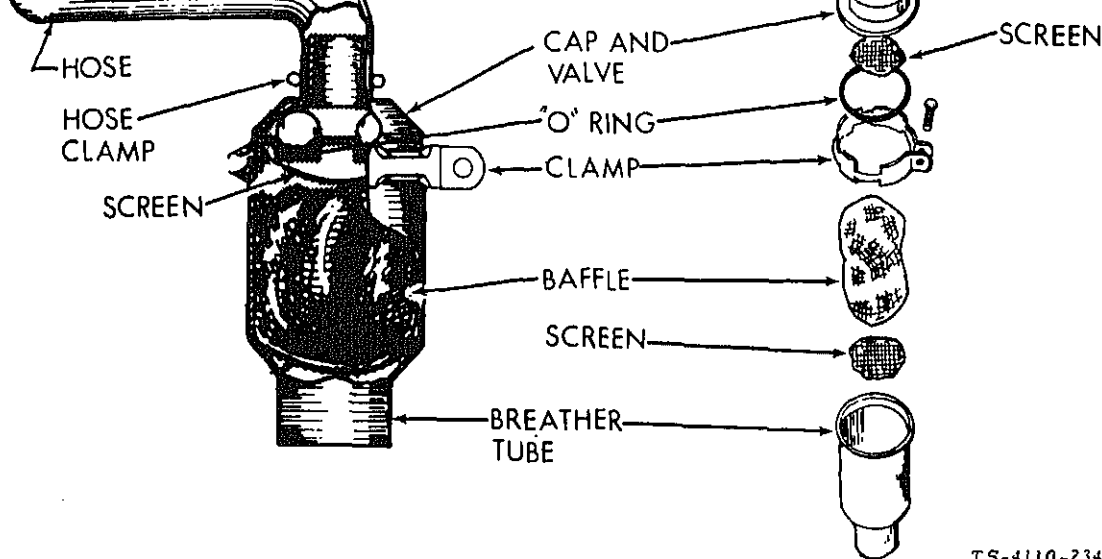
Figure 5-48. Measuring Bearing Clearance with Plastigage F10000RG-2

(a) Place a piece of correct size Plastigage in the bearing cap the full width of the bearing. Insert 1/4 inch (6.35 mm) off center.

(b) Rotate the crank about 30 degrees from bottom dead center and reinstall the bearing cap. Tighten the bolts to the torque specified in Table 5-4. Do not turn the crankshaft.

Table 5-4. Engine Assembly Torques

	LB.-FT.	N
Blower Housing Screws .....	8-10	(10.9)
Connecting Rod Bolts .....	27-20	(36.6)
Cylinder Head Screws .....	29-31	(39.3)
Exhaust Manifold Screws .....	15-20	(20.3)
Flywheel Mounting Screws .....	35-40	(47.5)
Fuel Pump Mounting Screws .....	5-6	(6.8)
Intake Manifold Screws .....	15-20	(20.3)
Oil Base Screws .....	43-48	(58.3)
Oil Pump Mounting Screws .....	7-9	(9.5)
Rear Bearing Plate Capscrews .....	20-25	(27.1)
Spark Plugs .....	25-30	(33.9)
Timing Gear Cover Screws .....	10-13	(13.6)
Valve Cover Nut .....	4-8	(5.4)
Magneto Stator Screws .....	15-20	(20.3)
Starter Mounting Bolts .....	25-28	(22.9)



TS-4110-234-14/5

Figure 5-49. Crankcase Breather F10000RG-2

a. The crankcase breather maintains a partial vacuum in the crankcase during operation to control oil and ventilate the crankcase.

b. To disassemble, remove the rubber cap from the crankcase tube and pry the valve out of the cap. Wash the valve in suitable solvent at regular intervals and, if defective, replace it. Also, pull the baffle out of the breather tube and clean it. Be sure the baffle material does not come apart and work into the manifold. Install the valve with the perforated disc toward the engine.

#### 5-42. ENGINE BLOCK (F10000RG-2)

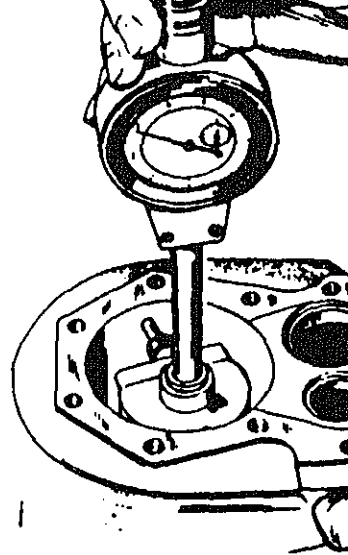
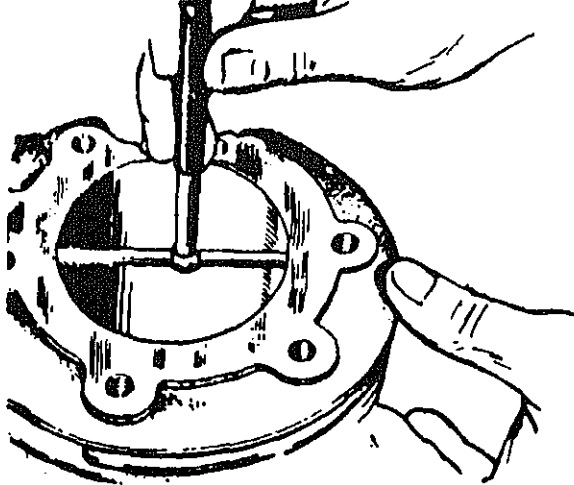
See figure 5-38.

a. Inspection.

(1) Make a thorough check for cracks. Minute cracks may be detected by coating the suspected area with a mixture of 25 percent kerosene and 75 percent light motor oil. Wipe the part dry and immediately apply a coating of zinc oxide (white lead) dissolved in wood alcohol. If cracks are present, the white coating will become discolored at the defective area.

(2) Inspect the cylinder bore for scoring. Check the Welsh plugs for a tight, even fit and the fin for leakage.

(3) Check the cylinder bore for taper, out of round and wear with a cylinder bore gage, telescope gage, or inside micrometer (fig. 5-50). These measurements should be taken at four places — two at the top and two at the bottom of piston ring travel.



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Figure 5-50. Methods of Cylinder Bore Inspection F10000RG-2

(b) Also, lengthwise of the block, measure and record as "B" the cylinder diameter at greatest point of wear.

(c) Crosswise of the block, measure and record as "C" the diameter of the top of the cylinder at greatest point of wear.

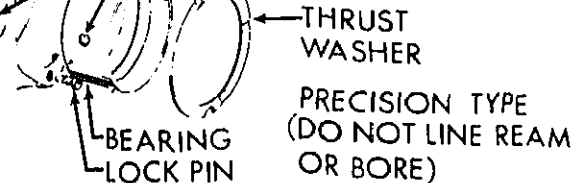
(d) Measure and record as "D" the diameter at the bottom of the cylinder bore of the block.

(e) Reading "A" compared to reading "B" and reading "C" compared to reading "D" to determine if the cylinder is tapered.

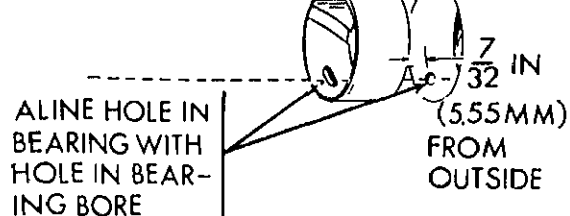
(f) Reading "A" compared to reading "C" and reading "B" compared to reading "D" to determine if the cylinder is out of round.

(5) If the cylinder taper exceeds 0.005 Inch (.127 mm) it must be rebored and honed to the next size piston. Refer to general support maintenance.

(6) If the out of round exceeds 0.002 Inch (.051 mm) the cylinder must be rebored and honed to the next size piston. Refer to general support maintenance.



**CRANKSHAFT BEARING**



**CAMSHAFT BEARING**

TS-41110-234-14/5-51

Figure 5-51. Installation of Camshaft and Crankshaft Bearings F10000RG-2

(1) Camshaft Bearings. See figure 5-51. Replacement camshaft bearings are precision type which do not require line reaming or line boring after installation. Coat the bearing with lubricating oil to reduce friction. Press the bearing on the crankcase over the bearing bore with the lubricating hole (front only) in proper position. Be sure to start the bearing straight. Press the front bearing in flush with the outside end of the bearing bore. Press the rear bearing in until past the ignition plunger hole.

(2) Crankshaft Bearings. See figure 5-51. New crankshaft main bearings are precision type which do not require line reaming or line boring after installation.

(a) Before putting in the main bearings, expand the bearing bore by placing the casting in hot water or an oven heated 200°F (93°C). If practical, cool the precision bearing to shrink it.

**CAUTION**

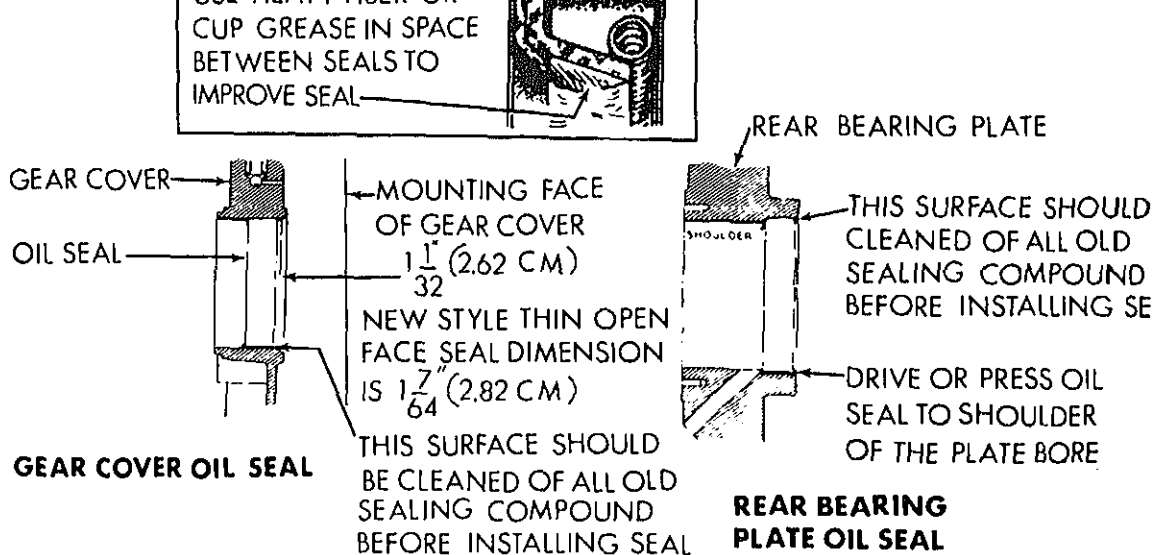
If a torch is used to heat bearing bore, apply only a little heat evenly to prevent warping and loss of temper in the steel.

(b) When putting in either the front or rear main bearing, always align the oil hole(s) in the bearing with the oil hole(s) in the bearing bore. The oil passage must be at least halfway open. The cold oiled precision bearing should require only light taps to position it.

(c) Install the bearing flush with the inside end of the bore. If the head of a lock pin is damaged, use side cutters or "Easy-Out" tool to remove pin. Then install a new lock pin.

(d) Apply oil to the thrust washers to hold in place when the crankshaft is installed. The oil groove on the thrust washer bearings must face the crankshaft. Be sure two notches fit over lock pins.

(3) Before installing the seals, fill the space between seals with a fibrous grease or stiff cup grease. This improves sealing. See figure 5-52.



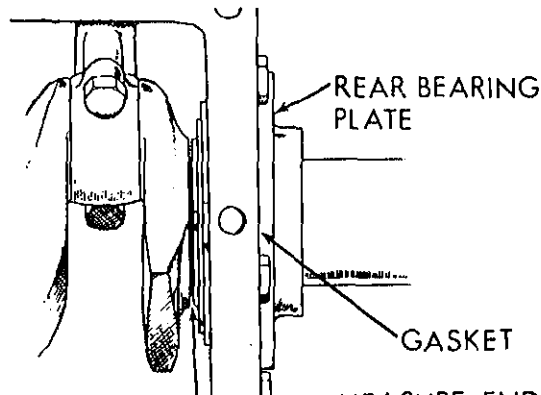
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Figure 5-52. Gear Cover and Rear Bearing Plate Oil Seals F10000RG-2

(5) When installing the bearing plate oil seal, tap the seal into the bearing plate bore to bottom against the shoulder in the plate bore. Use a seal expander, or place a piece of shim stock around the end of the crankshaft, when replacing the bearing plate to avoid damaging the seal. Remove the shim stock as the plate is in place.

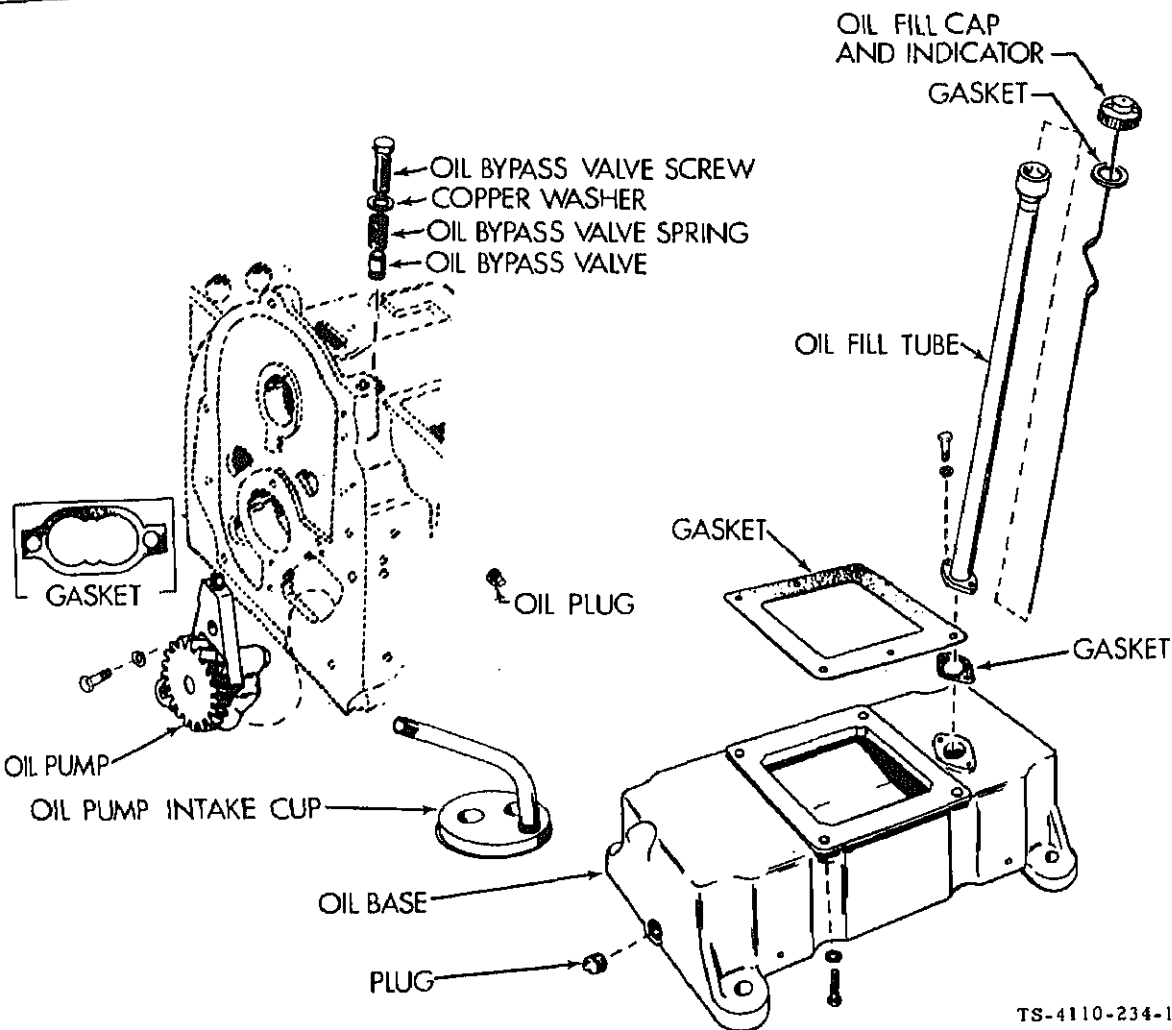
#### c. Crankshaft Endplay.

(1) After the rear bearing end plate has been tightened using the torque recommended in Table 5-1, check the crankshaft endplay shown in figure 5-53.



#### 4. OIL SYSTEM (F10000RG-2)

See figure 5-54.



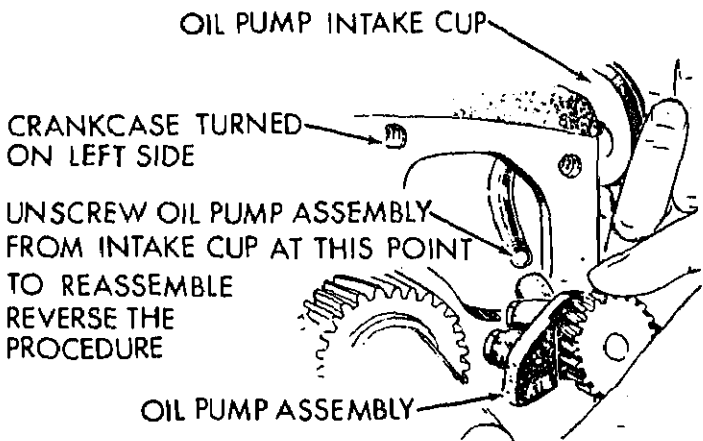
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Figure 5-54. Engine Oil System F10000RG-2



passage in the cover of the pump registers with a drilled passage in the crankcase to distribute oil to the front main bearing, rear main bearing and pressure control bypass grooves in the main bearings supply oil to the connecting rod bearings through drilled main journal. A drilled passage connects the front main bearing oil supply to the front flyball governor is lubricated by a drilled passage in the front camshaft journal. The bypass valve furnishes lubrication to the camshaft drive gears.

(1) Check the oil pump thoroughly for worn parts. Oil the pump to prime it before gaskets and suction cup, the component parts of the pump are not available individual assembly if required. See figure 5-55.



TS-4

Figure 5-55. Oil Pump Disassembly F10000RG-2

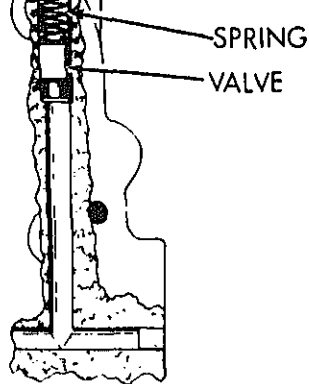
(2) If new oil pump gaskets are installed, they should be the same thickness as the

c. Oil Bypass Valve Inspection. See figure 5-56. The bypass valve (located to the right of the gear cover (fig. 5-54) controls oil pressure by allowing excess oil to flow directly back to the crankcase. The valve begins to open about 30 psi. The valve is non-adjustable and normally need not be replaced. Determine if abnormal (high or low) oil pressure is caused by a sticky plunger inspect

(1) Remove 3/8" - 24 x 3/4 inch cap screw located behind gear cover and under

(2) Remove spring and plunger with a magnet tool. Clean plunger and spring with solvent. Reinstall.

d. Oil Bypass Valve Removal. To remove the valve, unscrew the recessed plug in the gear cover. Lift out the spring and plunger assembly. Determine proper valve operation by checking

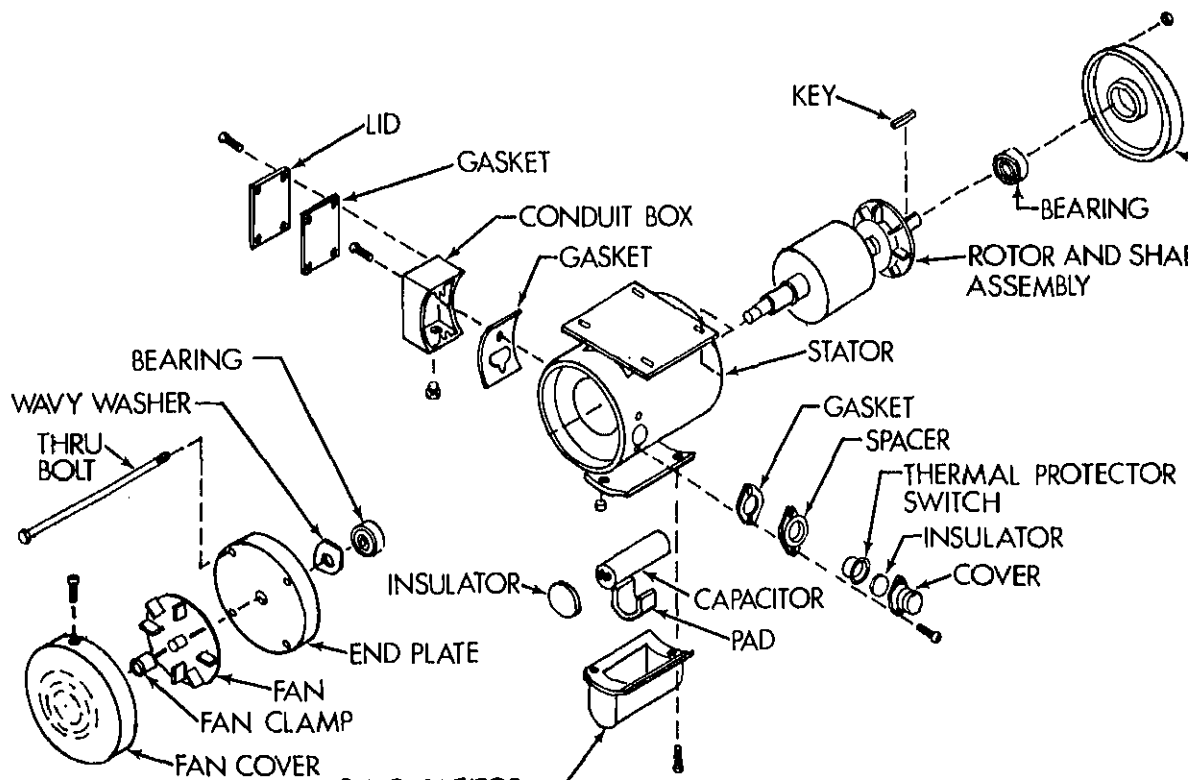


TS-4110-234-14/5-56

Figure 5-56. Oil Bypass Valve F10000RG-2

**5-45. ELECTRIC MOTOR REPAIR (F10000R-6)**

See figure 5-57.

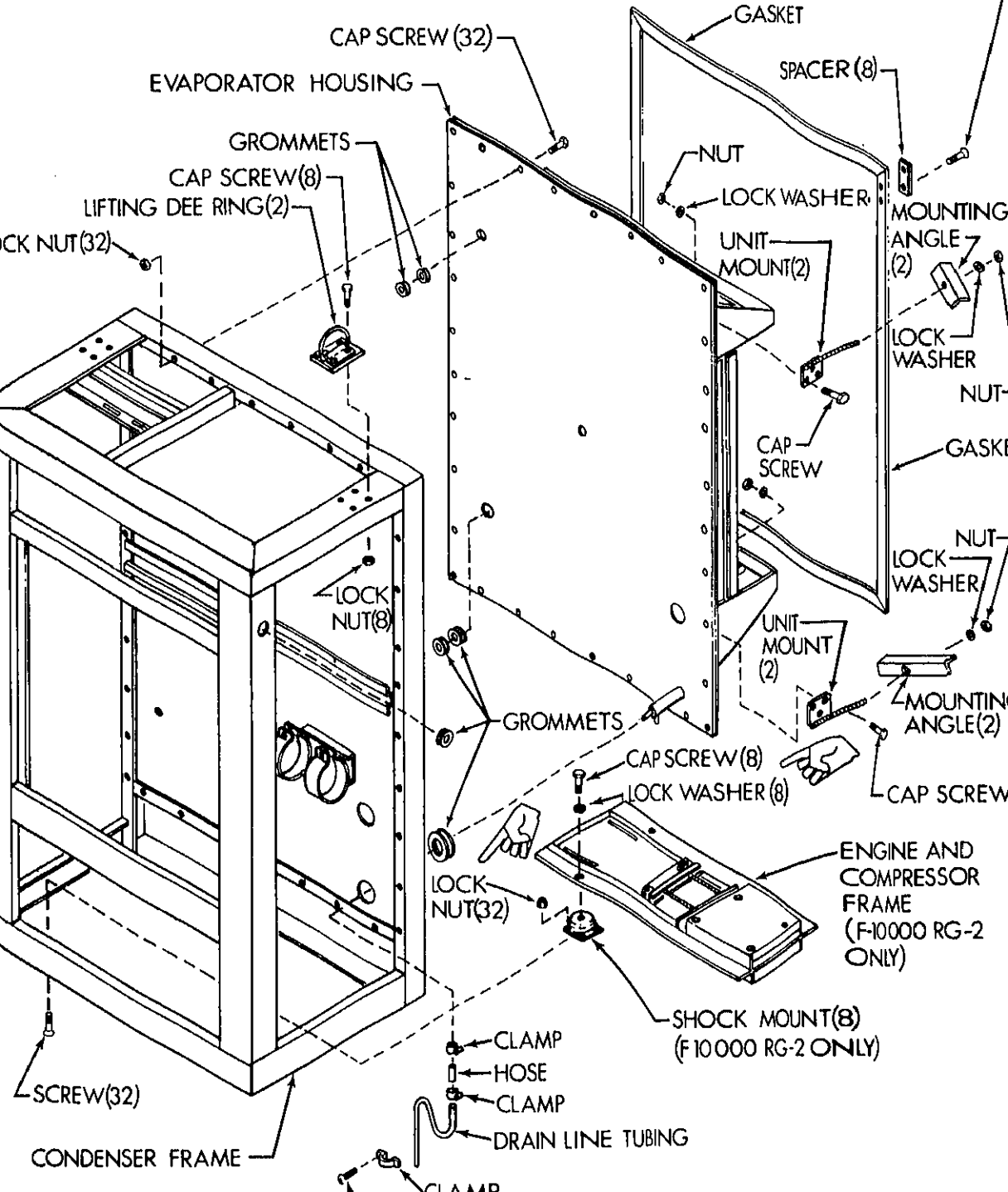


- (3) Remove the bearings and wavy (spring) washer.
- (4) Check bearings and wavy washer and replace if found bad.
- (5) Reassemble taking care to install wavy washer prior to installing bearing.
- (6) Check assembled motor to be sure shaft rotates freely with no bindings or rubbing.

#### **5-46. HOUSING COMPONENT REPAIRS**

Repairs to the housing components are limited to the rework of broken or cracked welds, unit mounts, condenser and evaporator frames and the engine and compressor mounts on the F10000RG-2.

It is possible to replace the evaporator frame and on the F10000RG-2 the engine and compressor mounts. In both cases it is necessary to remove all components that attach to these frames prior to the individual part removal instructions for component removal. See figure 5-58 for identity and location of various housing components.





## **6-1. TOOLS AND LISTS**

a. For authorized common tools and equipment, refer to Modified Table of Organization and (MTOE) applicable to your unit.

b. No special tools are required for maintenance of the equipment. Test, maintenance and equipment (TMDE) and support equipment include standard pressure and vacuum gages, vacuum charging manifolds found as standard equipment in any general support refrigeration shop. F10000RG-2 the tools and equipment needed for maintenance of the gasoline engine are such as found in any general support gasoline engine repair shop.

c. Repair parts are listed and illustrated in the Repair Parts and Special Tools (RPST) 5-4110-234-24P covering organizational, direct, and general support maintenance for this equipment.

## 6-2. CONDENSER AND EVAPORATOR COIL REPAIRS

- a. Condenser Coil. See paragraph 4-55 for cleaning and 5-13 for removal and installation.
- b. Evaporator Coil. See paragraph 4-56 for cleaning and 5-23 for removal and installation.
- c. Repairs are limited to rebrazing of return bends and on the evaporator coil the distributor and line connections. See paragraph 5-12 for brazing/debrazing instructions. Badly dented fins straightened using a fin comb. Internal leaks in the fin area are not normally repairable.

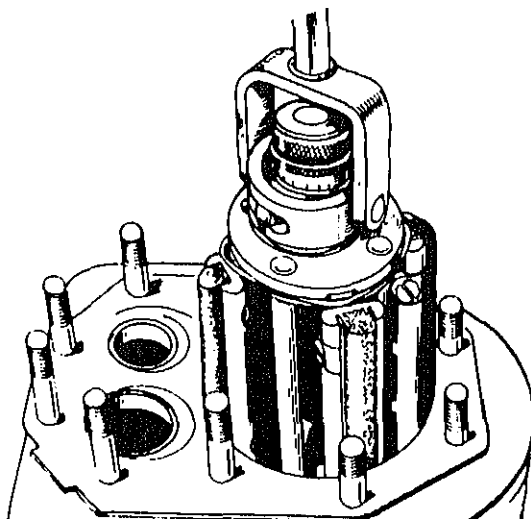
## 6-3. ENGINE OVERHAUL (F10000RG-2)

- a. See paragraphs 5-34 through 5-44.
- b. Crankshaft. Inspect the bearing journals. If they are scored and cannot be smoothed out by down, the bearing journals should be refinished to use nearest available undersize bearings. If a worn main bearing journal cannot be fitted with an available precision undersize bearing, then refinish it to the next undersize. If a worn rod journal cannot be fitted by a new bearing insert (forged rod), then refinish it to take the corresponding undersize bearing insert. Whenever making major repairs on the engine, always inspect the drilled passages of the crankshaft to remove any foreign material and to assure proper lubrication of the connecting rods.

- c. Engine Block. See paragraph 5-42.

### (1) Reboring and honing of cylinders that are out of round or tapered.

- (a) A hone can be used to rebores a cylinder (fig. 6-1). Remove stock to 0.002 Inch (0.051 mm) of finish bore with coarse hone (100 grit), then complete honing with finish hones (300 grit).



Lower the hone into the cylinder until it protrudes 1/2 to 3/4 inch (1.27 to 1.91 cm) past the end of the cylinder. Rotate the adjusting nut until the stones come in contact with the cylinder wall at the narrowest point.

Turn the hone by hand. Loosen the adjusting nut until the hone can be turned.

Connect drill to hone and start drill. Move the hone up and down in the cylinder approximately 40 r minute. Usually the bottom of the cylinder must be worked out first because it is smaller. Then when fer takes a uniform diameter, move the hone up and down all the way through the bore. Follow the ufacturer's recommendations for wet or dry honing and oiling the hone.

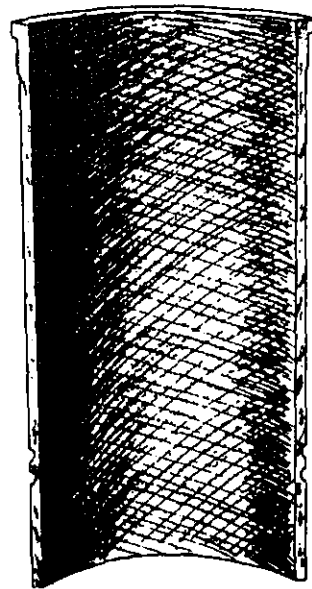
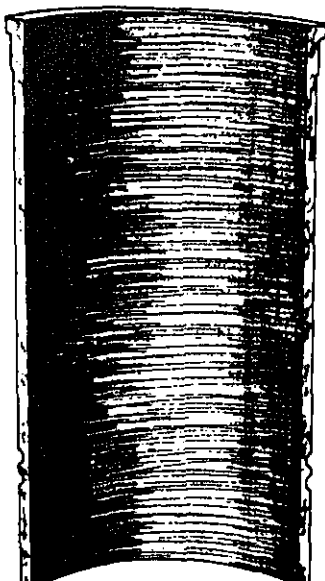
Check the diameter of the cylinder regularly during honing. A dial bore gage is the easiest method. Scope gage can be used. Check the size at six places in the bore; measure twice at the top, middle m at 90 degree angles.

When the cylinder is approximately 0.002 inch (0.051 mm) within the desired bore, change to fine d finish the bore. The finish should not be smooth but as shown in figure 6-2. The crosshatch formed atching of the stones should form an angle of 23 degrees. This can be achieved by moving the hone own in the cylinder about 40 cycles per minute.

Clean the cylinder block thoroughly with soap, water and clean rags. A clean white rag should not by the wall after cleaning is complete.

Do not use solvent or gasoline since they wash the oil from the walls but leave the metal particles.

Dry the crankcase and coat it with oil.







**LUBRICATION**

C91001L

Army Users

Fuels, Lubricants, Oil and Waxes

**PAINTING**

TM 43-0139

Painting Instructions for Field Use

**MAINTENANCE**

TM 38-750

The Army Maintenance Management System  
(TAMMS)

TM5-4110-234-24P

Organizational, Direct Support and General  
Support Maintenance Repair Parts and Special  
Tools List

TM5-764

Electric Motor and Generator Repair

**CLEANING**

Fed. Spec. P-D-680

Dry Cleaning Solvent

**TESTING**

TM 9-4940-435-14

Leak Detector, Refrigerant Gas



## **B-1. SCOPE**

This appendix lists Integral Components of and Basic Issue Items (BII) for the Refrigeration Unit to help you identify inventory items required for safe and efficient operation.

## **B-2. GENERAL**

This Component of End Items List is divided into the following sections.

a. Section II. Integral Components of the End Item. These items, when assembled, constitute the Refrigeration Unit and must accompany it whenever it is transferred or tuned in. These illustrations will help you identify these items.

b. Section III. Basic Issue Items. These are minimum essential items required to place the Refrigeration Unit in operation, to operate it and to perform emergency repairs. Although shipped separately packaged, they must accompany the Refrigeration Unit during operation and whenever it is transferred between accountable officers. The illustrations will assist you with hard-to-identify items. This manual is your authority to requisition replacement BII based on Table(s) of Organization and Equipment (TOE)/Modification Table of Organization and Equipment (MTOE) authorization of the end item.

## **B-3. EXPLANATION OF COLUMNS**

a. Illustration: This column is divided as follows:

(1) Figure Number. Indicates the figure number of the illustration on which the item is shown (if applicable).

(2) Item Number. The number used to identify item called out in the illustration.

b. National Stock Number (NSN): Indicates the national stock number assigned to the end item which is used for requisitioning.

c. Part Number (P/N): Indicates the primary number used by the manufacturer which controls the design and characteristics of the item by means of its engineering drawings, specifications, standards and inspection requirements to identify an item or range of items.

d. Description: Indicates the federal item name and, if required, a minimum description to identify the item.

e. Location: The physical location of each item listed is given in this column. The lists are designed to inventory all items in one area of the major item before moving on to an adjacent area.

g. Quantity Required (Qty Reqd): This column lists the quantity of each item required for a complete item.

h. Quantity: This column is left blank for use during inventory. Under the received column, list the you actually receive on your major item. The date columns are for use when you inventory the major later date, such as for shipment to another site.

(1) ILLUSTRATION		(2)	(3)	(4)	(5)	(6)	(7)	(8) QUANTIT		
(a) Figure No.	(b) Item No.	National Stock Number	Part No. & FSCM	Description	Location	Usable On Code	Qty Reqd	Rcvd	Date	D
5-58	—	5220-00- 559-9618	53578-12 53574-12 72645	Section II. INTEGRAL COMPONENTS OF END ITEM						
5-58	—			Plain Hex Nut			4			
5-58	—			Spring Lock Washer			4			
5-58	—		72645	Unit Mounting Angle			4			
			BAS	Section III C ISSUE ITEMS						
				Case, Manual			1			
				Department of Army Technical Manuals; Operator, Organizational, Direct Support and General Support Maintenance Manual TM 5-4110-234-14 and			1			
				Organizational, Direct Support and General Support Maintenance Repair Parts and Special Tools List TM 5-4110-234-24P			1			

. This section provides a general explanation of all maintenance and repair functions authorized at various maintenance levels.

. The Maintenance Allocation Chart (MAC) in Section II designates overall responsibility for performance of maintenance functions on the identified end item or component. The implementation of maintenance functions upon the end item or component will be consistent with the assigned maintenance functions.

. Section III lists the special tools and test equipment required for each maintenance function as referenced in Section II.

. Section IV contains supplemental instructions or explanatory notes for a particular maintenance function.

## **2. MAINTENANCE FUNCTIONS**

. **Inspect.** To determine the serviceability of an item by comparing its physical, mechanical and/or electrical characteristics with established standards through examination.

. **Test.** To verify serviceability and detect incipient failure by measuring the mechanical or electrical characteristics of an item and comparing those characteristics with prescribed standards.

. **Service.** Operations required periodically to keep an item in proper operating condition, i.e., to clean, to lubricate, to contaminate), to preserve, to drain, to paint, or to replenish fuel, lubricants, hydraulic fluids, or compressed air supplies.

. **Adjust.** To maintain, within prescribed limits, by bringing into proper or exact position, or by setting, the operating characteristics to specified parameters.

. **Align.** To adjust specified variable elements of an item to bring about optimum or desired performance.

. **Calibrate.** To determine and cause corrections to be made or to be adjusted on instruments or measuring and diagnostic equipments used in precision measurement. Consists of comparisons of instruments, one of which is a certified standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the instrument being compared.

. **Install.** The act of emplacing, seating, or fixing into position an item, part, or module (component or assembly) in a manner to allow the proper functioning of an equipment or system.

. **Replace.** The act of substituting a serviceable like type part, subassembly, or module (component or assembly) for an unserviceable counterpart.

. **Repair.** The application of maintenance services (inspect, test, service, adjust, align, calibrate, or replace) or other maintenance actions (welding, grinding, riveting, straightening, facing, remachining, or resurfacing) to restore serviceability to an item by correcting specific damage, fault, malfunction, or failure in a part, subassembly, module (component or assembly), and item, or system.

. **Overhaul.** That maintenance effort (service/actions) necessary to restore an item to a completely serviceable/operational condition as prescribed by maintenance standards (i.e., DMWR) in approved technical publications. Overhaul is normally the highest degree of maintenance performed by the

e explained below.

a. Column 1, Group Number. Column 1 lists group numbers, the purpose of which is to identify components, assemblies, subassemblies, and modules with the next higher assembly.

b. Column 2, Component/Assembly. Column 2 contains the noun names of components, assemblies, subassemblies, and modules for which maintenance is authorized.

c. Column 3, Maintenance Functions. Column 3 lists the functions to be performed on the item listed in column 2. (For detailed explanation of these functions, see paragraph C-2.)

d. Column 4, Maintenance Level. Column 4 specifies, by the listing of a "work time" figure in the appropriate column(s), the lowest level of maintenance authorized to perform the function listed in column 3. This figure represents the active time required to perform the maintenance function at the indicated level of maintenance. Since the number or complexity of the tasks within the listed maintenance function vary at different maintenance levels, appropriate "work time" figures will be shown for each level. The number of man-hours specified by the "work time" figure represents the average time required to restore an item (assembly, subassembly, component, module, end item, or system) to a serviceable condition. The symbol designations for the various maintenance levels are as follows:

C	Operator or Crew
O	Organizational Maintenance
F	Direct Support Maintenance
H	General Support Maintenance
D	Depot Maintenance

e. Column 5, Tools and Equipment. Column 5 specifies, by code, those common tool sets (not including special tools), and special tools, test, and support equipment required to perform the designated function.

f. Column 6, Remarks. Column 6 contains a letter code in alphabetical order which shall be keyed to the remarks contained in Section IV.

#### **C-4. COLUMN ENTRIES USED IN TOOL AND TEST EQUIPMENT REQUIREMENTS**

a. Column 1, Tool or Test Equipment Reference Code. The tool and test equipment reference code corresponds to a maintenance function on the identified end item or component.

b. Column 2, Maintenance Level. The lowest level of maintenance authorized to use the tool or test equipment.

c. Column 3, Nomenclature. Name or identification of the tool or test equipment.

d. Column 4, National/NATO Stock Number. The National or NATO stock number of the tool or test equipment.

e. Column 5, Tool Number. The manufacturer's part number.

#### **C-5. EXPLANATION OF COLUMNS IN SECTION IV**

a. Reference Code. The code scheme recorded in column 6, Section II.

Group Number	Component/Assembly	Maintenance Function	Maintenance Level					Tools & Equipment	Remarks
			C	O	F	H	D		
01	CABINET PANELS, DOORS AND SCREENS								
101	Panels	Inspect Repair Replace	0.1		1.0			1	
102	Doors	Inspect Repair Replace	0.1		1.0			1	
103	Screens	Inspect Repair Replace	0.1		1.0			1	
02	WIRING HARNESS AND INSTRUMENT CONTROL PANEL								
201	Wires and Cables	Inspect Test Repair Replace	0.1	0.5 1.0 2.0				1	
202	Hourmeter	Inspect Test Replace	0.1	0.2 0.5				1	
203	Gage Oil Pressure	Inspect Replace	0.1	1.0				1	
204	Gage Ammeter	Inspect Replace	0.1	1.0				1	
205	Gage Fuel Level	Inspect Replace	0.1	1.0				1	
206	Circuit Breakers	Inspect Test Replace	0.1	0.1 0.5				1	
207	Lights	Inspect Test Replace	0.1	0.1 0.1				1	
208	Switches	Inspect Test	0.1	0.1				1	



# MAINTENANCE ALLOCATION CHART

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level					(5) Tools & Equipment	Ref
			C	O	F	H	D		
0209	Gage, Head Pressure (Discharge)	Inspect Replace	0.1	1.0				1	
0210	Gage, Refrigerator Temperature	Inspect Calibrate Replace	0.1	2.1 1.0				1	
0211	Gage, Suction Pressure	Inspect Replace	0.1	1.0				1	
0212	Defrost Timer	Inspect Test Replace		0.1 0.5 1.0				1	
0213	Relays	Inspect Test Replace		0.1 0.5 1.0				1	
0214	Pressure Switch	Inspect Test Replace		0.1 0.5 1.0				1	
0215	Thermostat	Inspect Test Replace		0.1 0.5 1.0				1	
0216	Resistor	Inspect Test Replace		0.1 0.5 0.5				1	
0217	Fuse	Test Replace		0.1 0.1				1	
0218	Compressor Motor Controller	Inspect Test Repair Replace		0.1 0.2 1.0	1.0			1	
03	FAN AND DRIVE								
0301	Fans	Inspect Replace	0.1	2.0				1	

# MAINTENANCE ALLOCATION CHART

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level					(5) Tools & Equipment	(6) Remarks
			C	O	F	H	D		
0303	Idler Assembly	Inspect Service Adjust Replace	0.1	0.2 0.5 1.0				1	
0304	Bearings	Inspect Service Replace	0.1	0.2 3.0				1	
0305	Clutch	Inspect Adjust Service Replace	0.1	1.0 0.5 3.0				1	
0306	Pulleys	Inspect Replace	0.1	3.0				1	
0307	Shaft	Inspect Replace	1.0		6.0			1	
04	REFRIGERANT PIPING AND VALVES								
0401	Shroud, Condenser	Inspect Repair Replace	0.1		1.0 5.0			1	
0402	Condenser Coil	Inspect Clean Repair Replace	0.1	1.0		2.0		1-2	A
0403	Valve, Discharge Pressure Regulator	Inspect Adjust Replace	0.1		1.0 3.0			1-2	
0404	Valve, Hand	Inspect Replace	0.1		2.0			1-2	
0405	Strainer, Refrigerant	Inspect Replace	0.1		3.0			1-2	
0406	Valve, Solenoid	Inspect Test	0.1		0.5			1-2	

# MAINTENANCE ALLOCATION CHART

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level					(5) Tools & Equipment	(6) Remarks
			C	O	F	H	D		
0408	Filter Drier	Inspect Replace	0.1		3.0			1-2	
0409	Receiver Tank	Inspect Repair Replace	0.1		2.0 3.0			1-2	
0410	Sight Glass	Inspect Replace	0.1		3.0			1-2	
0411	Valve, Expansion	Inspect Adjust Replace	0.1		1.0 4.0			1-2	
0412	Coil, Evaporator	Inspect Clean Repair Replace	0.1	2.0	5.0	3.0		1 1-2	
0413	Thermostat	Inspect Test Replace		0.1 0.2 0.5				1	
0414	Accumulator	Inspect Replace	0.1		3.0			1-2	
0415	Regulator, Crankcase Pressure	Inspect Adjust Replace	0.1		0.5 5.0			1-2	
0416	Tubing and Fittings	Inspect Repair Replace	0.1		1.0 2.0			1-2	
05	COMPRESSOR ASSEMBLY								
0501	Compressor	Inspect Lubricate Test Repair Replace	0.1		0.5 0.5 4.0 4.0			1-2	

# MAINTENANCE ALLOCATION CHART

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level					(5) Tools & Equipment	(6) Remarks
			C	O	F	H	D		
0504	Crankshaft Bearings	Inspect Replace			0.5 10.0			1-2	
0505	Piston and Rod Assembly	Inspect Replace			0.5 8.0				
0506	Seal Assembly	Inspect Replace			0.5 4.0			1-2	
0507	Flywheel	Inspect Replace	0.1	1.0				1	
0508	Oil Pump Assy.	Inspect Replace			0.5 6.0			1-2	
0600	ENGINE ASSEMBLY								
0601	Muffler	Inspect Replace		0.1 0.5				1	
0602	Engine	Inspect Test Service Adjust Replace Repair Overhaul		0.3 0.5 1.0 0.4 4.0 6.0			6.0	1	
0603	Belt, Alternator	Inspect Adjust Replace	0.1	0.3 0.5				1	
0604	Alternator	Inspect Test Repair Replace		0.1 0.3 1.0	2.0			1	
0605	Air Cleaner	Inspect Service Replace		0.1 0.3 1.0				1	
0606	Choke	Inspect Adjust Replace		0.1 0.5 1.0					

# MAINTENANCE ALLOCATION CHART

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level					(5) Tools & Equipment	Ren
			C	O	F	H	D		
0608	Governor	Inspect Adjust Repair Replace		0.1 0.5	2.0 3.0			1	
0609	Cooling Shroud	Inspect Repair Replace		0.2	1.0 2.0			1	
0610	Oil Filter	Inspect Replace		0.1 0.1				1	
0611	Spark Plugs	Inspect Adjust Test Replace		0.1 0.3 0.1 0.5				1	
0612	Lead Spark Plug	Inspect Test Replace		0.1 0.2 0.5				1	
0613	Points, Ignition	Inspect Adjust Replace		0.1 0.5 1.0				1	
0614	Starter	Inspect Test Repair Replace		0.1	2.0 2.0 2.0			1	
0615	Solenoid, Starter	Inspect Test Replace		0.1 0.2 1.0				1	
0616	Flywheel	Inspect Replace			2.0 2.0			1	
0617	Crankshaft	Inspect Repair Replace			2.0 4.0	4.0		1	
0618	Piston and Rod	Inspect			2.0				

# MAINTENANCE ALLOCATION CHART

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level					(5) Tools & Equipment	Re
			C	O	F	H	D		
0620	Piston Rings	Inspect Replace			2.0 2.0			1	
0621	Gears, Timing	Inspect Replace			2.0 4.0			1	
0622	Camshaft	Inspect Replace			3.0 3.0			1	
0623	Head, Cylinder	Inspect Replace			1.0 2.0			1	
0624	Springs, Valves	Inspect Test Replace			1.0 1.0 2.0			1	
0625	Valves	Inspect Test Repair Replace			1.0 3.0 4.0 4.0			1	
0626	Tappets	Inspect Adjust Replace			1.0 1.0 3.0			1	
0627	Block, Engine	Inspect Repair Replace			0.3  6.0 6.0			1	
0628	Bearing, Main	Inspect Replace			2.0 4.0			1	
0629	Guides, Valve	Inspect Test Replace			1.0 2.0  4.0			1	
0630	Seats, Valve	Inspect Test Repair Replace			1.0 1.0 1.0 4.0			1	
0631	Piston Oil	Inspect			0.5				

# MAINTENANCE ALLOCATION CHART

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level					(5) Tools & Equipment	(6) Remarks
			C	O	F	H	D		
07	BATTERY								
0701	Battery	Inspect Test Replace	0.1	0.2 0.2				1	
0702	Terminal Adapter	Inspect Replace		0.1 0.2				1	
0703	Battery Hold Down	Inspect Replace		0.1 0.5				1	
08	FUEL SYSTEM								
0801	Fuel Tank	Inspect Service Replace	0.1 0.3	1.0				1	
0802	Strainer, Fuel	Inspect Service Replace	0.1	0.1 0.5				1	
0803	Fuel Pump	Inspect Service Replace		0.1 0.3 1.0				1	
0804	Fuel Line	Inspect Repair Replace	0.1	1.0 0.5				1	
09	ELECTRIC MOTORS								
0901	Motor, Electric	Inspect Test Repair Replace	0.1	0.2 1.0	2.0			1	C
10	HOUSING								
1001	Mounting Frame Engine and Compressor	Inspect Repair Replace	0.2		1.0 2.0				

# MAINTENANCE ALLOCATION CHART

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level					(5) Tools & Equipment	(6) Remarks
			C	O	F	H	D		
1003	Unit Mounts	Inspect Repair Replace	0.1	0.5	1.0				
1004	Drain Line	Inspect Repair Replace	0.1	0.5 0.2					
1005	Gaskets, Heat Shield	Inspect Replace	0.1	1.0					
1006	Housing Evaporator	Inspect Repair Replace	0.1		1.0 2.0				
1007	Frame, Condenser Section	Inspect Repair	0.2		1.0			1-2	



(1) Refer- ence Code	(2) Mainten- ance level	(3)  Nomenclature	(4)  National/NATO stock number	
1	O-F-H	<p>No special tools and test equipment required. Standard tools and test equipment in the following kits are adequate to accomplish the maintenance functions listed in Section II:</p> <p>Tool kit, Service, Refrigeration Unit (SC 5180-90-CL-N18)</p>	5180-00-596-1474	
2	F-H	Pump, Vacuum	4310-00-098-5272	
3	O-F-H	Soldering Gun Kit	3439-00-930-1638	

Reference code	REMARKS
A	Internal Tube Repair or Replacement
B	Replacement of Valve Seats and Guides with Crankshaft Polishing of Journals
C	Limited to Bearing Replacement
D	<p>Limited to Holding Coil and Contact Point Replacement</p> <p>Other than those items listed above there are no supplemental instructions or explanatory remarks required for the maintenance functions listed in Section I. Active time listed for maintenance task functions are with the refrigerator in off-equipment position.</p>



## SCOPE

This appendix lists additional items you are authorized for the support of the refrigeration unit.

## GENERAL

This list identifies items that do not have to accompany the refrigeration unit and that do not have to be included in with it. These items are authorized to you by CTA, MTOE, TDA or JTA.

## EXPLANATION OF LISTING

Additional stock number, descriptions, and quantities are provided to help you identify and request additional items you require to support this equipment. "USABLE ON" codes are identified as follows:

CODE

USED ON

Model

(1) NATIONAL STOCK NUMBER	(2) PART NUMBER AND FSCM	DESCRIPTION	(3) USABLE ON CODE	(4)  U/M	QTY AU
7520-00-559-9618 7510-00-889-3494		Cotton Duck Case Log Book Binder		EA EA	

## E-1. SCOPE

This appendix lists Expendable Supplies and Materials you will need to operate and maintain Refrigeration Unit. These items authorized to you by CTA 50-970, Expendable Items (except Medical Class Repair Parts and Heraldic Items).

## E-2. EXPLANATION OF COLUMNS

- a. **Column 1 — Item Number.** This number is assigned to the entry in the listing and is referenced in narrative instructions to identify the material.
- b. **Column 2 — Level.** This column identifies the lowest level of maintenance that requires the listed item.
- c. **Column 3 — National Stock Number.** This is the national stock number assigned to the item; use for request or requisition the item.
- d. **Column 4 — Description.** Indicates the federal item name and, if required, a description to identify item. The last line for each item indicates the part number followed by the Federal Supply Code manufacturer (FSCM) in parentheses, if applicable.
- e. **Column 5 — Unit of Measure (UM).** Indicates the measure used in performing the actual maintenance function. This measure is expressed by a two-character alphabetical abbreviation, e.g., each (ea), inch (in), per (pr). If the unit of measure differs from the unit of issue, requisition the lowest unit of issue that will satisfy your requirements.

	(2) Level	(3) National Stock Number	(4) Description	(5) UM
	O		Lubricating Oil, SE or Se/CC, SAE 30, 10W, 20 and 5W-30, MIL-L-2140	GL
	O	6850-00-264-9037	Dry Cleaning Solvent P-D-680,(81348)	GL
	C		Gasoline, Automotive, Unleaded, VV-G-1690	GL
	F		Dichlorodifluoromethane, Technical w/cylinder 22 lb (Refrigerant - 12), BB-F-1421, Type 12 (81348)	CY
	O		Insulation, Slvg, Elec MIL-I-3190/4 C1 155 (81349)	
	O	7920-00-205-1711	Rags	
	F	3439-00-184-8952	Brazing Alloy, QQ-B-654 (81348)	
	F	3439-00-640-3713	Brazing Flux, O-F-499 Type B (81348)	
	F	6830-00-292-0732	Nitrogen	CY
	F		Compressor Oil, CPP33-2	GL
	O		Electrolyte, approx. 70% H <sub>2</sub> SO <sub>4</sub> , (battery acid)	GL
	O		Lead Tin Solder, Sb5 of QQ-S-571 (81348)	
	O		Soldering Flux, Type I of O-F-506	
	O		Ball and Roller bearing Grease MIL-G-25013	

Cleaner .....	
Compressor Drive .....	
Compressor Motor .....	
Compressor Seal Assembly .....	
Compressor Seal Assembly and Preparation for Use .....	

## B

Belt Installation .....	
Belt .....	
Bearings, Engine .....	
Bearing, Flange .....	
Bearing, Pillow Block (Front) .....	
Belts .....	
Blower .....	
Blower Drive .....	
Blower Drive .....	4-43
Blower, Engine .....	
Brazing/Debrazing Procedures .....	

## C

Crankshaft, Engine .....	
Capabilities, Unit .....	
Carburetor .....	4-64
Characteristics, Unit .....	
Charging the System .....	
Circuit Breakers .....	
Circuit .....	
Circuit, Condenser and Shroud .....	4-55, 5-13
Circuit, Evaporator .....	4-56, 5-23
Compressor .....	
Compressor, Crankshaft .....	
Crankshaft Seal Assembly .....	
Cylinder Heads .....	
Disassembly .....	
Drive Belt .....	4-43, 4-44
Installation .....	
Lubrication .....	
Motor Burnout .....	
Motor Controller .....	4-39
Oil Pump Assembly .....	
Piston and Rod Assembly .....	
Reassembly .....	
Removal .....	
Service Valves .....	
Testing .....	
Condenser Coil and Shroud .....	4-55, 5-13
Condenser Fan .....	
Coiling Shroud, Engine .....	4-66
Controller, Compressor Motor .....	
Cover, Compressor, Engine .....	



Crankshaft Seal Assembly, Compressor.....	5-3
Crankshaft, Engine.....	5-3
Cylinder Block, Engine.....	
Cylinder Heads, Engine.....	
Cleaning of Condenser Coil and Housing.....	
Cleaning of Evaporator Coil and Housing.....	

## D

Debrazing.....	
Defrost Cycle.....	
Defrost in Progress Light.....	
Defrost Termination Thermostat.....	4-3
Defrost Timer.....	4-3
Differences Between Models.....	
Discharging Refrigerant.....	
Drive System Maintenance.....	

## E

Electric Motor.....	4-7
Electrical Wiring.....	
Engine, Gasoline:.....	4-5
Air Cleaner.....	
Alternator.....	
Bearings.....	
Block.....	
Camshaft.....	
Carburetor.....	4-6
Cooling Shroud.....	4-6
Crankshaft.....	
Cylinder Heads.....	
Exhaust System.....	
Flywheel.....	
Gearcase.....	
Governor.....	4-6
Ignition Points.....	
Oil.....	3-2
Oil Filter.....	
Oil System.....	
Overhaul.....	
Pistons and Rings.....	
Removal and Installation.....	
Spark Plugs and Leads.....	
Starter and Starter Solenoid.....	
Storage.....	
Valves.....	
Evacuating the System.....	
Evaporator Coil.....	4-56, 5-23
Evaporator Fan.....	

Drier .....	
Wheel, Engine .....	
Hoses .....	
Level Gage .....	
Pump .....	
Strainer .....	
Tank .....	
es .....	
ble Plug .....	

## G

e, Fuel Level .....	
e, Head Pressure .....	
e, Oil Pressure .....	
e, Suction Pressure .....	
e, Temperature .....	
oline .....	
rcase, Engine .....	
ernor, Engine .....	

## H

d Valves .....	
ness, Wiring .....	
d Pressure Gage .....	
n Pressure Cutout Switch .....	
Gas Solenoid Bypass Valve .....	
rmeter .....	
sing .....	4-77

## I

r Pulley .....	
tion Points .....	
al Adjustments and Checks .....	
allation Instructions .....	
allation Site Preparation .....	
ument Panel .....	

## J NONE

## K NONE

## L

k Test .....	
rication, Bearings .....	
rication, Compressor .....	3-3
rication, Engine .....	3-2

Controller, Compressor.....	4-7
or, Electric.....	
nting Unit to Wall.....	
fler and Engine Exhaust System.....	

## N NONE

## O

Pressure Gage.....	
System, Engine.....	3-
Engine.....	3-
Filter.....	
Off Switch.....	
rating Procedures.....	
ration at High Altitudes.....	
ration In Dusty or Sandy Areas.....	
rational Cycle.....	
ration In Extreme Cold.....	
ration In Extreme Heat.....	
ration In Salt Water Areas.....	
ration under Rainy or Humid Conditions.....	
rators Controls and Indicators.....	

## P

els, Doors, and Screens.....	4-1
ormance Data.....	
on and Rings, Engine.....	
-Fusible.....	
paration for Movement.....	
paration for Operation.....	
paration for Shipment.....	
paration for Storage.....	
paration for Use.....	
ervation.....	
ssure Regulating Valve, Discharge.....	
ssure Regulator, Crankcase.....	
entive Maintenance Checks and Services (MCS):	
perator's.....	
rganizational.....	
keys:	
utch.....	
ompressor.....	
ngine.....	
an Shaft.....	
ler.....	
otor.....	
ndown.....	



es, Solenoid .....

W

ng Harness .....

X, Y, Z  
NONE

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FORM, CAREFULLY TEAR IT  
OUT, FOLD IT AND DROP IT  
IN THE MAIL!

COA, 3d ENGINEER BN  
FT. LEONARD WOOD, MO 6310  
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PUBLICATION TITLE Refrigeration Unit  
Mechanical Panel Mounted for  
Refrigerator Prefabricated

BE EXACT PIN-POINT WHERE IT IS

PAGE NO	PARA- GRAPH	FIGURE NO	TABLE NO
6	2-1 a		
B1		4-3	
125	line 20		

IN THIS SPACE TELL WHAT IS WRONG  
AND WHAT SHOULD BE DONE ABOUT IT:

In line 6 of paragraph 2-1a the manual states the engine has 6 Cylinders. The engine on my set only has 4 Cylinders. Change the manual to show 4 Cylinders.

Callout 16 on figure 4-3 is pointing at a bolt. In key to figure 4-3, item 16 is called a shim - Please correct one or the other.

I ordered a gasket, item 19 on figure B-16 by NSN 2910-00-762-3001. I got a gasket but it doesn't fit. Supply says I got what I ordered, so the NSN is wrong. Please give me a correct NSN.



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PAGE  
NOPARA-  
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NOTABLE  
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PAGE NO	PAGE (CHAPTER)	FIGURE NO	TABLE NO
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WHAT SHOULD BE DON

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Mechanical Panel Mounted for  
Refrigerator Prefabricated

E EXACT PIN-POINT WHERE IT IS

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PARA-  
GRAPH

FIGURE NO
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TABLE NO.
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### *Linear Measure*

1 centimeter = 10 millimeters = .39 inch  
1 decimeter = 10 centimeters = 3.94 inches  
1 meter = 10 decimeters = 39.37 inches  
1 dekameter = 10 meters = 32.8 feet  
1 hectometer = 10 dekameters = 328.08 feet  
1 kilometer = 10 hectometers = 3,280.8 feet

### *Weights*

1 centigram = 10 milligrams = .15 grain  
1 decigram = 10 centigrams = 1.54 grains  
1 gram = 10 decigrams = .035 ounce  
1 dekagram = 10 grams = .35 ounce  
1 hectogram = 10 dekagrams = 3.52 ounces  
1 kilogram = 10 hectograms = 2.2 pounds  
1 quintal = 100 kilograms = 220.46 pounds  
1 metric ton = 10 quintals = 1.1 short tons

### *Liquid Measure*

1 centiliter = 10 milliliters = .34 fl. ounce  
1 deciliter = 10 centiliters = 3.38 fl. ounces  
1 liter = 10 deciliters = 33.81 fl. ounces  
1 dekaliter = 10 liters = 2.64 gallons  
1 hectoliter = 10 dekaliters = 26.42 gallons  
1 kiloliter = 10 hectoliters = 264.18 gallons

### *Square Measure*

1 sq. centimeter = 100 sq. millimeters = .156 sq. in.  
1 sq. decimeter = 100 sq. centimeters = 15.5 sq. in.  
1 sq. meter (centare) = 100 sq. decimeters = 10.76 sq. ft.  
1 sq. dekameter (are) = 100 sq. meters = 1,076.4 sq. ft.  
1 sq. hectometer (hectare) = 100 sq. dekameters = 2.47 acres  
1 sq. kilometer = 100 sq. hectometers = .386 sq. mi.

### *Cubic Measure*

1 cu. centimeter = 1000 cu. millimeters = .06 cu. in.  
1 cu. decimeter = 1000 cu. centimeters = 61.02 cu. in.  
1 cu. meter = 1000 cu. decimeters = 35.31 cu. feet

## Approximate Conversion Factors

<i>To change</i>	<i>To</i>	<i>Multiply by</i>	<i>To change</i>	<i>To</i>
inches	centimeters	2.540	ounce-inches	newton-meters
feet	meters	.305	centimeters	inches
yards	meters	.914	meters	feet
miles	kilometers	1.609	meters	yards
square inches	square centimeters	6.461	kilometers	miles
square feet	square meters	.093	square centimeters	square inches
square yards	square meters	.836	square meters	square feet
square miles	square kilometers	2.690	square meters	square yards
acres	square hectometers	.405	square kilometers	square miles
cubic feet	cubic meters	.028	square hectometers	acres
cubic yards	cubic meters	.765	cubic meters	cubic feet
fluid ounces	milliliters	29.573	cubic meters	cubic yards
pints	liters	.473	milliliters	fluid ounces
quarts	liters	.946	liters	pints
gallons	liters	3.785	liters	quarts
ounces	grams	28.349	liters	gallons
pounds	kilograms	.454	grams	ounces
short tons	metric tons	.907	kilograms	pounds
pound-feet	newton-meters	1.356	metric tons	short tons
pound-inches	newton-meters	.11375		